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The Märklin Rail Flea

On-road transport
The Reichsbahn in Saxony

Introduction

Dear Readers,

Christmas is approaching fast again and moments later the end of the year. If 2020 is history, then an extraordinary year full of deprivation will be behind us.

I am sure we have all rediscovered and learned to appreciate our hobby for more than nine months. Let us therefore save our optimism and carry it into the new year. All the easier it will be for us to look forward to better times again!



Holger Späing
Editor-in-chief

A special anniversary year, which has played almost no role in our gauge, will soon come to an end. Have the friends of Epoch II really become so few? I fear that this is true, but it should not prevent us from commemorating the anniversary appropriately.

We are celebrating 100 years of the Reichsbahn by taking a look in both the model and the original at an invention that was once revolutionary. It stood for the innovative strength of a company that was always financially suffering and could not afford to lose its footing in times of growing competition.

We are talking about the Culemeyer heavy trailers called after their inventor. We pay tribute to their history in a story about the original and with a look at the model offerings. This also includes our own modifications.

But the perfect tribute to the DRG was probably made by Wilfried Pflugbeil from Chemnitz. The sprightly retiree proves once again what model making means in the very own sense. With great skill, he has transferred motifs from his home country to a scale of 1:220 and immersed them into the time of the "golden twenties".

His layout "Wiesenthal" is from our point of view another highlight of the slowly fading year and a homage to what was once the largest transportation company in the world. There is simply no better way to celebrate 100 years, in retrospect!

A Märklin new product, which we tested in detail, deserves similar recognition. The Klv 20 is the smallest powered rail vehicle in Z-gauge, and despite all the prophecies of doom, Märklin has created a model that is both presentable and suitable for use in model train layouts.

You can read for yourself what impressed us about it, which compromises we discovered and also which claims about alleged model deficiencies turned out to be unsustainable during the research.

At the same time, we would also like to mention the popular topic of model layout construction. Dirk Kuhlmann has once again reached deep into his bag of tricks in order to please those of our readers who, for a month, have been waiting eagerly for the next episode.

Last but not least we have of course again book tips and announcements about novelties and updates for you. At this point all that remains for me is to wish you a pleasant reading!

Holger Späing

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Cover photo:

The railroad master leaves his service shed for a track inspection. For the planned repairs to the telecommunications equipment, a roof rack was attached to the KlV 20 of the service shed, because only this rack can hold the box with the tools and spare parts.

Motorized Klv 20 from Märklin **Please do not swallow!**

The Klv 20, a railway master railcar from 1955, already belongs to the rather bizarre railway vehicles in Germany. Here, a road vehicle was simply placed on the track, thus saving expensive development. Many Zetties have long wished for this VW bus on rails as a model. Märklin took it up and created the smallest motorised vehicle of Z gauge.

In 1954/55, the Deutsche Bundesbahn (German Federal Railways) ordered new railway master railcars (motorized vans) for track maintenance and the maintenance of railway installations such as signalling and telecommunications. For the prototype and the 30 other units ordered, series technology from the automotive industry was used for cost reasons.

The basis for the vehicle designated as Klv 20 was the VW Transporter ("Type 2") of the first generation in the early version now known as T1a. The prototype was still delivered in 1954. Which manufacturer was responsible for it cannot be determined with certainty. But it is assumed that it was the WMD in Donauwörth.



The railway master of Minden went on an inspection trip on 18 May 1961: After all, the Klv 20, based on the VW Transporter, was capable of speeds of up to 70 km/h, here the vehicle with the number 5021. It was braked by a foot pedal brake which acted hydraulically on all four wheels. Photo: Joachim Claus, Eisenbahnstiftung

Volkswagen AG supplied the body with welded subframe and the drive unit with boxer engine (24.5 HP) and mechanical four-speed gearbox. For the use on the rail the body was placed on a welded main frame.

A mechanical lifting device was located in the middle of the vehicle, with which the vehicle could be turned on the spot, if the direction of travel had to be changed. This was not a new invention for just the Klv 20, but was already used on other track master railcars.

The prototype was easily distinguishable from the 30 following vehicles: Instead of a VW sign on the front, it had an attached, unpainted DB sign. However, it was not the “Ege-Keks” (biscuit logo) introduced in 1955 that was used, but the letters DB in a circle. The prototype vehicle was not officially approved by the railway authorities until 1956 and was assigned the road number Klv 20-5031. Formally, it was the 31st and last vehicle of its type, not the first.



To save development costs, the Klv 20 was derived from a road vehicle. However, it was by no means the only railway master hand car in the service of the DB. On 17th September 1978 two types of construction were presented to the public in Elmstein, among them Klv 20-5011. Photo: Manfred Britz

In 1955, the German Federal Railways then ordered a series of 30 units on the same technical basis. The order went in two lots of 15 units each to the companies Beilhack and WMD. Still both delivered the total number still in the year of the order.

The air-cooled boxer engine from the VW Beetle has meanwhile produced 28 hp. Equipped with four forward gears and one reverse gear, the Klv 20 reached a top speed of 70 km/h.

Still, we would like to say a short word about the mechanical lifting and turning device: A steel profile frame mounted in the middle of the main frame could be lowered with a hand crank from the rear end of the vehicle.

As soon as it was supported on the rails and supported in the area of the centre of gravity, a single person was enough to turn it in the opposite direction of travel, or to set it down on the track.

The vehicles remained in use until the seventies, when they were taken out of service.

In 1977, the last of them had disappeared from the stock lists. However, some of them found a new home with private railways or museums. A total of seven vehicles have been preserved to date.



Only rarely were the Klv photographed, although some of them were and are used in railway museums for track travel. Klv 20-5026 was preserved in the DGEG-Museum Neustadt/Weinstraße, where 23 105 was also at home on 17 September 1978. Photo: Manfred Britz

The long road to Z gauge

Model railroaders obviously have a penchant for special features. How else can it be explained that especially loners and “exotic” vehicles are selling like hot cakes? This is also true for the Klv 20. By the way, Klv is an abbreviation for small driven vehicles with a combustion engine.

The first-generation VW Transporter is a popular road vehicle of the economic miracle period, on rails, it is a curiosity with recognition value, which is just as striking. To see this model running on a Z gauge layout is probably one of the biggest dreams Märklin ever made come true.



When we were allowed to photograph this pattern in February 2019, the construction of the Klv 20 was still another one. Still, it was still planned without roof rack and a loaded crate.

38 years later, Märklin is redefining the limits of large-scale production. Today, the Köf 2 is more of a challenge, but a small-series manufacturer successfully mastered this challenge almost 15 years ago. So the choice fell on the popular Klv 20, which might have been a hard nut to crack.

Therefore, we want to include his career as well as unavoidable compromises in this test. If we look at the first sample units, which we were allowed to look at and take photos of at the Toy Fair 2019 (see cover photo of **Trainini®** 2/2019), some things have changed on the model.

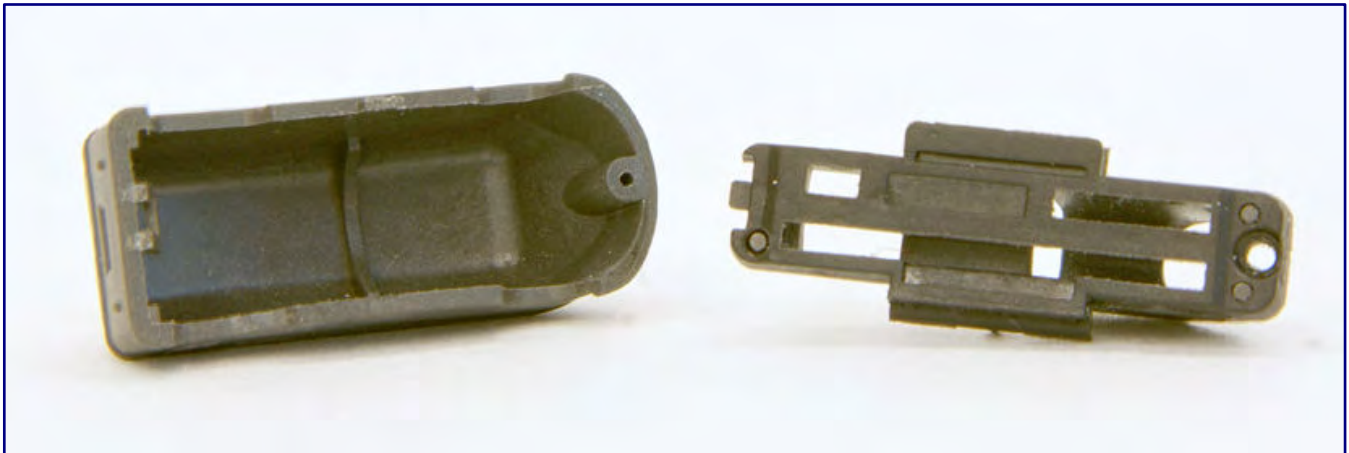
Let's briefly rewind the time back to 1972: At the Nuremberg Toy Fair, the traditional manufacturer from Göppingen premiered Z gauge.

As proof of its tiny size, the smallest model in the starter range, the 89 series tender steam locomotive, is packed in a walnut shell for advertising purposes.

The parallel shot V 60, only slightly larger, shows its limits: The inclined side windows of the prototype's driver's cab rise vertically in the model. There is no other way to accommodate the three-pole motor.

This is also clear from the first exploded view, which is far from being identical to the final version. Inside the Klv 20 there is a lack of space for a finely graduated gearwheel transmission. In order to be able to drive both axes, Märklin's designers came up with a solution using two rubber bands. Still, the now delivered model has only one rubber band, although the longer.

Reliable current collection, a cleanly running drive and good traction are the biggest challenges for such a tiny machine. Märklin decided early on to use a housing and chassis made of metal-filled plastic, because this significantly reduces costs compared to a die-cast metal mold, while still coming close to the model weight.



A look back about 1.5 years: Still, the original construction for the Klv 20 still had two drive belts, as can be seen on the right hand side of the undercarriage and also in the exploded view. The shorter one, for which the slot at the top right was intended, has been omitted (see photo at the top of page 14).

In **Trainini®** 5/2019 we reported in detail on Märklin's requirements, development and learning curve. Regarding the housing of the Klv 20 we read that the weight of the Klv 20 increases from 0.4 grams of pure plastic to 2 grams thanks to the addition of tungsten.

In percentage terms this is of course an immense gain, but in the sum of all parts, it was obviously not enough to give the tiny rail vehicle enough contact pressure for safe operation. Thus, a roof rack first appeared in the product illustrations, and later still, a large crate that is carried on it.

This condition could also be seen in the revised exploded view mentioned above. And it corresponds exactly to the now delivered series status of the model, as it now faces our test

The outer appearance of the Klv 20

The tiny model looks almost lost in the standard sliding box for locomotive models. The view through the viewing window is almost exclusively of a grey thermoformed insert. It immediately becomes clear how small the Klv 20 of the Bundesbahn (Federal Railways) (Item No. 88025) is, in relation to a mainline locomotive.

If we take it out of the box, the box on the roof rack seems to knock it out visually. Yes, it is quite dominating and yet you can also feel that without it there would have been hardly any weight left.

Without a doubt, Märklin was looking for a tightrope walk and had to make a decision: Take the lightness of the prototype with you in Z gauge or rather focus on the operating characteristics. With the original approach, the path does not seem to have led to the goal.



Almost lost is the appearance of the tiny “railcar” in the standard locomotive box for Mini-Club. What could make it clearer at this point what a small model we are dealing with today?

Since a non-driven trolley would still hardly have caused astonished looks, Märklin was consistent and sought a compromise that we accept against this background. Furthermore, the shape of the roof rack has not been designed arbitrarily: The photo evidence we have at hand shows first generation VW transporters with exactly such an attachment.

And even if there seems to be no known photo showing the KlV 20 in such an upgraded form, this was technically possible, did not protrude from the DB clearance gauge and therefore remains within the realm of probability. The crate as additional weight also keeps these dimensions.

To be honest, we would like to admit here that we are glad that Märklin tackled this task and also brought it to a consistent conclusion. After all, there would have been the alternative to abandon this project and alternatively to build an exactly scaled vehicle like the Köf 2 or an E 69, but these models are still offered by Z-Modellbau in best quality on their own websites.

As already mentioned, the KlV 20 is not free of compromises and also not free of mistakes. The costs, the expected number of units, and a manageable number of variants demanded in the area of conflict between economy and assembly on a production line consideration when determining the result.

Let's start with what is most difficult for outsiders to understand: the model was built in 1955 and belonged to the first production phase of the Volkswagen Type 2, which became known as the Transporter T1a. The shape of the model, however, reflects the later design with the T1b, which can be recognised particularly by the slightly protruding roof above the windscreen.



Märklin's Klv 20 replaces the Köf 2 from Z-Modellbau, which has been on offer since 2006, as the smallest, powered and mass-produced rail vehicle in Z gauge.

The steps on the main frame are only hinted at on the side. The train lighting visible in almost all photographs, consisting of two lanterns for the headlamp clearly protruding from the A-pillar, is also missing, as is a red lamp of the same type installed at the rear. The headlight openings of the street version were then covered with metal sheets.

Here we can at least note that we have also come across model photos that showed built-in headlights without covers and did not have the train lights mounted on arms. This seems not to have been the rule, but we can't really blame a mistake here.



We have an assumption for Märklin's decision: Attached lanterns would probably be at risk of breaking if they were to scale, and they could not be reproduced in any case. The design of the vehicle is, therefore, certainly not without reason reminiscent of the road version.

We have an assumption for Märklin's decision: Attached lanterns would probably be at risk of breaking, if they were to scale, and they could not be reproduced in any case. The design of the vehicle is therefore certainly not without reason, reminiscent of the road version.

Even without having to use the same moulds, the CAD data of the car body can then be used for a normal car model without any problems. So perhaps further thought has already been given to this?

Maybe the data originates from the box-type van that has already been modelled several times and which still only had to be extended by side windows?

Dimensions and date of DB Klv 20:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Length	4.100 mm	18,6 mm	21,7 mm
Width	1.700 mm	7,7 mm	9,2 mm
Height above railhead	1.900 mm	8,6 mm	11,0 mm
Wheelbase	2.400 mm	10,9 mm	12,3 mm
Wheel diameter	550 mm	2,5 mm	3,4 mm
Net weight	1.400 kg	---	8 g
Axle configuration	1A bm	---	B
Permitted Speed _{max}	70 km/h		
Manufacturer	WMD, Beilhack		
Years of manufacture	1954/55		
Units built	31 copies		

The fact is that the points raised so far have been discussed for a long time and controversially by some Zetties. Photos and the first hand samples were the only basis for this discussion.

And even if there was already (at least) one outstanding home-made solution including drive, which we were even able to present here in this issue, this series implementation deserves great respect.

After all, it makes a difference whether an extreme model is built once out of passion or whether a complete series is to be assembled in a repeatable manner.

Those who feel unable to build their own model, certainly the vast majority of our readers, have only the choice between “bought, as available” or complete abandonment of the idea. And taking these basic ideas into account, we believe that what is now being offered for sale is the right one.

According to our own measurements, the criticism that the Klv 20 is not exactly to scale is true. But the critics were wrong with the expected conversion scale of 1:200. The main measurements taken by us, rather, point to 1:190. Thus the miniature is very close to the Herpa aeroplane models, but also exactly between the nominal sizes N and Z.

Of course, this can be seen, especially in comparison to other vehicles. But the miniature also benefits from the fact that the first Transporter generation was still significantly smaller than its successors.

And, it has long since ceased to be familiar to everyone in detail, as the model has long since disappeared from rail and road.

And so, a little more knowledge of role models is needed in order to be aware of this, and possibly be disturbed by it.



We are sure that the surprised look of layout observers outweighs this immateriality and will hardly be noticed from the usual perspective. That is why we are addressing this without wanting to chalk it up to Märklin.

The reverse side also presents itself with many details highlighted by pad printing and engraved rear lights. But instead of these, there should actually be a single red tail light in the right rear area.

A look inside with the tiny drive, the flexible board with capacitors and above all the miniature bell-shaped armature motor makes it clear what is meant here: there is simply no space under the housing, which is why it could not be further shrunk under the economic demands of series production.

And the alternative of a rollable model in exact scale would have been almost pointless, as there is no possibility of using ghost cars or the like with this. And nobody wants to push his Klv 20 along the track. Stand-alone models have already been offered and can also be built on the basis of the range of accessories.



Some mistakes or compromises could be identified, but none outweigh the joy of a drivable model with a very good running properties. And that's why hardly anyone would have seriously expected this.

The technical highlights

Everything has already been explained about the scale and some fundamental deviations. This brings us to the strengths of the tiny model. These certainly include the correct proportions of the vehicle and its design language, which was simply typical for this VW.

As we are used to from Märklin, we also find the correct RAL 3004 purple red as the basic colour. Decorative lines and roof are contrasted with RAL 9006 white aluminium, which also follows the historical model. Photo shows a pleasantly matt finish and does not shine.

The front and rear bumpers are contrasted in RAL 9005 deep black. The roof rack and the box have been painted in a grey-brown colour, which has a slightly higher gloss level than the body. But even this is not disturbing to the eye.

Märklin put a lot of effort into printing the car: Many "face-impressive" features have been applied using the pad printing process. Only the ventilation slats on both sides of the rear engine compartment, the tail lights, headlights, licence plate recess in the tailgate and windows are engraved.

The windscreen wipers, thin window frames, the rear lights and the outlines of the double-wing flap door (a sliding door was still not available on the Transporter T1) on the right-hand side and its hinges have been reproduced or highlighted with the finest black lines. The door handles have a blank metallic print inside this border line.



About the scale and some basic deviations, even by Märklin standards, the high print resolution of the addresses is impressive. Many details were accomplished by pad printing, which is particularly noticeable on the passenger side (photo above). Even the tiny sign on the door (photo below) still reveals legible or at least decipherable labelling in the enlarged section!

The front headlights have a metallic printed chrome ring and are printed white on the inside. White is also the colour chosen for printing the non-transparent window areas. The circular DB symbol at the front is also printed in white aluminium between the tapered decorative lines.

But the company addresses on the white rectangle of the driver and passenger door are an impressive testimony to the art of Göppingen pad printing: We can clearly read in the enlargement that this is the Klv 20-5014 of BD Stuttgart, the penultimate vehicle from Beilhack.

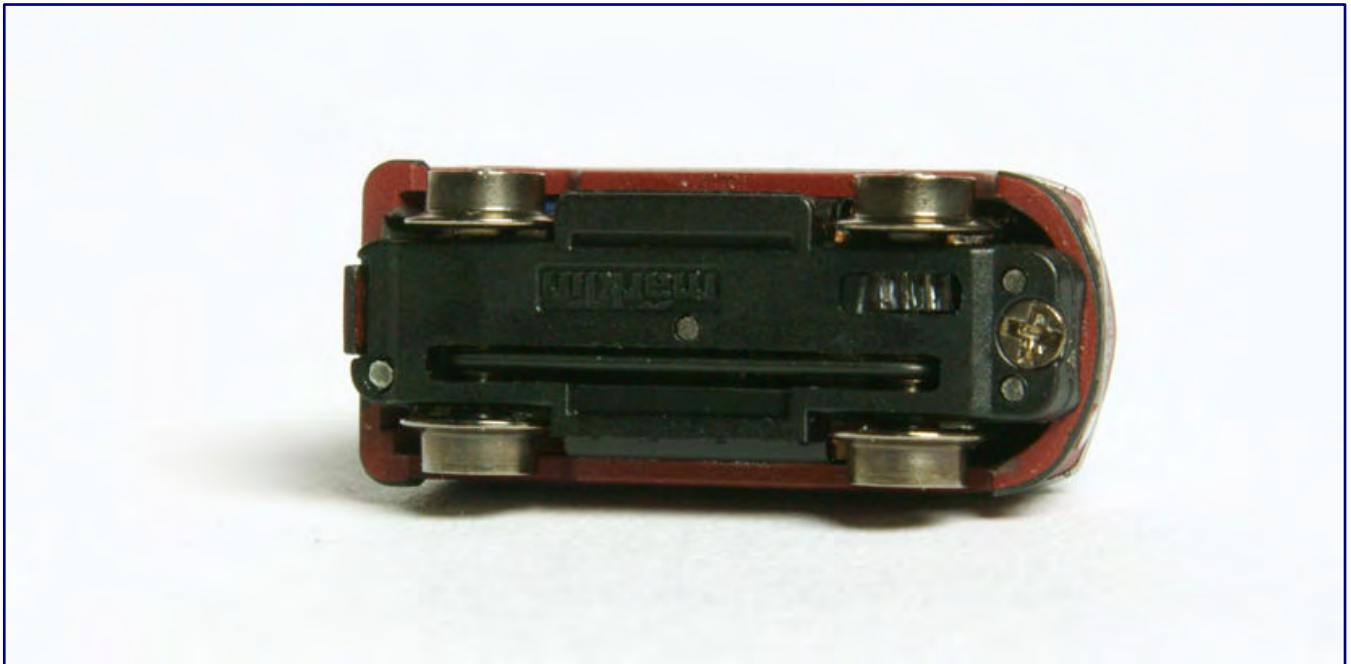


Many of the details mentioned in the text can also be seen from this perspective. The roof rack also has a shape that could be observed on many of the VW transporters active in road traffic. Correct for the chosen model Klv 20-5014 is also the front design of the type of construction shown as T1b.

Its model was for many years assigned to the Herrenberg railway master's office and was only taken out of service on 26 March 1976. It still had a special feature, however, which explains one of Märklin's (supposed) mistakes: After an accident, the front had to be completely rebuilt, for which purpose the one of the later version T1b with the small eaves was used.

Märklin has thus reproduced the operating condition after the accident of the prototype, in which it probably completed most of its service. Still can be deciphered with a little knowledge of the prototype because of their letter heights and shapes: The sign contains the prescribed weight information and the permitted number of 7 persons to be transported.

We cannot simply ignore this, because we cannot even determine the line height of these fonts. What Märklin has implemented here seems to us to be truly record-breaking! These are the smallest, partially enlargeable, labelling signs we have ever found on a model railway article.



On the underside of the chassis, the standard model has only one drive system (photo above). It is separated from the housing by loosening the Phillips screw at the front and then unhooking the catch at the rear. Inside, a small bell-shaped armature motor and several capacitors become visible (photo below); these are supposed to act as an electronic flywheel. You can also see that the roof rack is located in a hole of the housing and is glued there.

And also inside, the designers and production specialists have put a lot of effort into the production. We can see that when we remove the “little hat” from the chassis. To do this, we have to loosen a Phillips-head screw on the front vehicle floor, and then unhook it at the rear by lifting the casing at an angle.

The tiny space inside is well filled by the engine. The worm and gearwheels are not visible at all, since a flexible printed circuit board lies in the arch above them. It is fitted with several capacitors. We suspect that they are intended to act as an electronic flywheel, because the weight and short wheelbase, plus just two current pick-up points per pole, would otherwise lead to contact problems.

During the running test the small model also proves to be sensitive to dirty track, adhering dirt or even contact interruptions around switches. But, and this is the good news, this is much less than we should have expected once the capacitors are charged.



The Z gauge scale could not be kept exactly, but this compromise is not too obvious. When the model passes the observer relatively slowly, the attention is most certainly only focused on the question how an engine and a gearbox could be installed in this tiny model.

So even when operating on the layout, the tiny one is more likely to cause pleasant surprises. It does not start up as slowly as the larger models equipped with bell-shaped armature motors. Nevertheless, it can be described as gentle, and it runs well even at quite slow speed. And that was really not to be expected from this model.

There is no need to test the pulling power, because the KlV 20 could only run alone. But of course we also took the otherwise usual test values exactly. Its starting voltage is 2.0 Volt (backwards 1.0 V) and it reaches its lowest continuous driving speed of the equivalent of 13.4 km/h at 2.6 Volt.

It is noticeable that the tiny vehicle still drives a little more smoothly in reverse, quite visibly so. Here, we have measured a minimum continuous driving speed of the equivalent of 16.6 km/h at a track voltage of 2.2 volts.

As in all other test reports, we measured the values with the help of a Märklin transformer 67011. At transformer position 100 for this unit we measured an average current consumption of 25 mA, at 150 this increases to 30 mA. These are also no conspicuous values.

Summary

The KlV 20 has been a small dream model for many Zetties. Some of them have taken it to their hearts, as we have already heard from the readers. This is not simply a matter of course, because there were already scale solutions without driving possibilities or they are quite easy to build by yourself.

The present catalogue new product now shows measurable and also perceptible deviations from the exact scale 1:220. An interested party should know this in good time in order to make an individual decision regarding his ability to compromise.



In the future, buyers of the KlV 20 can surprise their family members, friends and acquaintances or even spectators at fairs and exhibitions with this sight. Only sufficient distance should always be kept, so that this "rail flea" is not accidentally inhaled...

In any case, Märklin has created a model that is both drivable and suitable for use on the layout. It serves as an effective eye-catcher, but still requires the compromises described above with regard to economic implementation and higher production figures.

Therefore, we do not criticise this implementation and pay tribute to the courageous step. As a result of this test and initial customer reactions, we are sure that this vehicle will find its buyers and become a model in demand. The appreciative looks of trade fair visitors justify the investment made or to be made by Märklin as well as the model railroaders.

And with that, the KlV 20 is also supposed to compete for Märklin in the category locomotives for the best new releases of the year 2020. Therefore, we nominate it today.

Manufacturer pages and reference of the model:
<https://www.maerklin.de>

On track on rail and road in Z

The rolling Railway Siding

Culemeyer scooter on the model railway layout are unusual, but by no means boring. Even free-standing models have a certain charm, if they are only presented effectively. The only thing a Zetty fortunately lacks is an attractive and contemporary range of accessories for its favourite scale.

The subject of scooter traffic is at best a marginal phenomenon in Z gauge. The current range of models is manageable and unfortunately limited to very few examples.

Since there is no possibility to make the mounting and dismounting of freight wagons including road travel mobile, it may seem boring at first sight. And yet, the road scooters are extraordinary vehicles that seem strange and unfamiliar to today's viewers.

Placed on a road, they are sure to attract attention, whether they are shown with or without a loaded freight wagon. Particularly attractive are scenes on a suitable loading road, where loading could take place in an expeditious manner, or where they have just been unloaded.



The oldest models of Z gauge for a Culemeyer traffic are certainly from MZZ: Under item number 3146 a Faun ZR tractor and a two-piece road scooter, both probably belonging to the Reichsbahn before 1945, were offered.

This would only make it necessary to also reproduce the short ramp sections inserted between the scooter and the track in the model. If the observer's gaze can fall undisturbed on the chassis with its many rubber wheels, it certainly arouses curiosity.

Therefore, we would like to leave a message that the previously ignored scooter types of the sixteen-wheeled DB type LR 40 or the particularly heavy versions LS 70 and LS 160 with 40 and 48 wheels in maximum combination could bring completely new options.

They would make it possible to load even heavier loads in the model in a credible manner. This could even include passenger coaches and locomotives on their way to exhibitions or onto the pedestal of a monument. Nobody would certainly look past a railway vehicle on such a wrong track. Perhaps a small-series manufacturer would recognise this as a useful addition to his product range.



The MZZ models were also offered separately: The road scooter (3145) consisted also in the model of two halves, which could be pushed together in different distances (photo above). The movable drawbar was finely designed, but an access ramp from the track was not included. The road vehicle (3145) was extensively painted, but appeared rather coarse in some points, typical for the time (photo below). Also, the roof sign for trailer operation (yellow triangle) did not show the correct design.

The same applies to tractors: What has been offered so far belongs to the early days of Culemeyer traffic. The all-time high around 1970, however, creates a large gap in the product range. The large and heavy Kaelble tractors from the last years of production, some of which were also four-wheel drive, are missing here.

In the model history, first of all editions published by the former car model distributor MZZ should be mentioned. Here, a Faun road tractor (Item No. 3144) and a sixteen-wheeled Culemeyer road scooter (3145) were available for individual purchase. But both were also offered together (3146), whereby the scooter was always painted grey and its wheels black.

The tractor also wore the grey of the Deutsche Reichsbahn from the pre-war years. For MZZ conditions, the bumpers, wheels, radiator grill, side and front windows and the yellow triangle on the roof, which marked the trailer operation, were also elaborate.

The model for the vehicle was the type Faun ZR (Z = tractor, R = Reichsbahnbauart [Imperial Railway design]). The Reichsbahn was able to restore five such vehicles after the war. As the only model from the previous manufacturer's range, it can still be used after 1945, at least for some time.

The road scooter also reproduces a Reichsbahn construction with its four axles and two parts, which were only connected by an adjustable rod. The Bundesbahn later called it R 40 (R = Reichsbahnbauart [Imperial Railway design]).

The large wheels with rubber tyres and the filigree and movable drawbar were convincingly reproduced here. As the two parts were not firmly connected because the connecting rod was only fixed at the rear, this model could be adjusted quite flexibly to different freight wagons. Today, it is no longer available.

With the second vehicle to be mentioned at this point, the market survey is already completed: Märklin has also implemented models for Culemeyer scooters and has issued them repeatedly, most recently with a Schwabenbräu beer wagon package for Era IV (82558).



Märklin's models of a Kaelble Z 4 GR tractor and a two-piece road scooter with soft rubber pneumatic tyres belong to the early years of this system and seem more than questionable for the late German Federal Railroad era (Item No. 82558) shown here.

Epochs II to IV were taken into account, which takes into account the entire period of use of the models. But, unfortunately, the models are not historically correct. The tractor takes up the type Kaelble Z 4 GR, which is remarkably small compared to the Faun of MZZ.

In fact, this is a vehicle that was already in use when Culemeyer scooters were started. It is therefore not only small, but was also relatively light, and not very powerful. As far as we know, no such specimen was still in service after 1945, which puts almost all Märklin models into question.

For the scooter, Märklin used the same model as MZZ, a classic and superfluous double development. They are not identical, they are undoubtedly from different designs: For example, Märklin's drawbar is part of the cast metal and is considerably thicker, and the connecting rod is also less filigree.

Between the axles there are recesses which fix the wagon wheels and cannot be seen at MZZ. And, last, but not least, the clearly visible elastic tyres reveal the age of the prototype. But that didn't stop Märklin from even using this combination for Era IV.

The use of the Märklin models has so far been limited to car designs pre-selected by the manufacturer for all editions: the connecting rod between the two parts was always fixed and not adjustable. Depending on the wagon with which the scooter was loaded, a different length was chosen.

Personal initiative is required

What possibilities are there now to get a little closer to the model for the great era of this system?

In most cases, it will amount to turning a blind eye or literally "letting five be straight".

So we have taken one of the Reichsbahn models and transferred it to the Bundesbahn era.

We left the distance between the two scooter parts, but painted them all in deep black. With this a short, covered car of the G-10 type can be charged.

Some of these cars were still to be found in the seventies as private cars of breweries.

With this car a delivery can be represented quite credibly.



Due to its basic colour and lack of suitable models for the seventies, we designed this Märklin tractor according to the more recent colour concept of the German Federal Railways. Only black Bundesbahn emblems, window replicas made of adhesive lacquer and a few colour reworkings were necessary.

The tractor, which was painted a striking light grey, was left in this condition. It corresponds approximately to the RAL 7032 pebble grey used from 1973 onwards, which was the last batch of Kaelble tractors to be put into service.



Only a few brushstrokes later the tractor with the unchanged, but now black painted road scooter rolls onto the fairground. Due to the lack of a direct rail connection, the team has covered the last few metres on the road.

We only removed some parts, such as the radiator, in deep black and highlighted the headlights in chrome silver. We also indicated the Kaelble lettering with this colour on the grill. Not to be forgotten are the indicated rear lights on the tractor and the window replicas with Micro Kristal Klear.

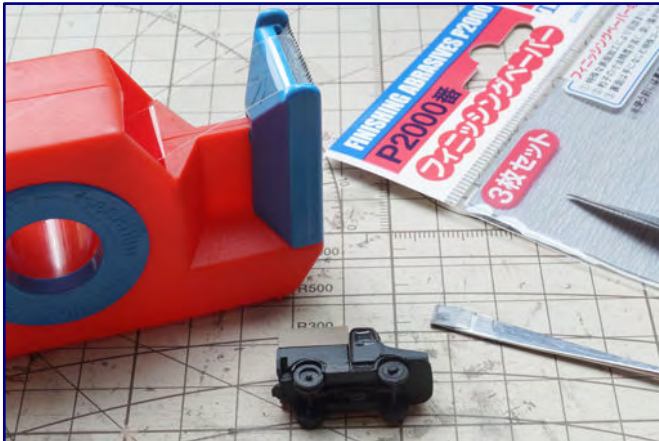
Together with Ege-Kekszen (printed in black and white), which were still in the collection, we took this vehicle back to the seventies. Only a few old cars still got a new paint job, for our model it is and remains fiction. That is why we accepted the size of the logo, which would have been a real killer for this tiny car.

A second model was the obvious choice, as we were given a sample from the 1-to-220 shop for testing purposes. Jörg Erkel had recognized the gap in the programme and had Wespe Models design a more modern tractor.

It wore the classic paint scheme of the Deutsche Bundesbahn (German Federal Railways) in dark grey and has remained a unique piece so far. Perhaps in the future there will be a revision with a subsequent series offer, ideally with a matching scooter of modern design.

However, comparing the Wespe model with the original proved to be difficult. Bumpers and front wheels undoubtedly point to an all-wheel drive Kaelble prototype, but the shape of the bonnet and radiator grille is not convincingly met.

In the exclusion process only the type Kaelble KV 632 ZB remained in the end, which was handed over to the Deutsche Bundesbahn (German Federal Railways) in over a total of 16 delivery series. This is the only one that can be realised in both possible colour schemes, and would also be a grateful series template from this point of view.



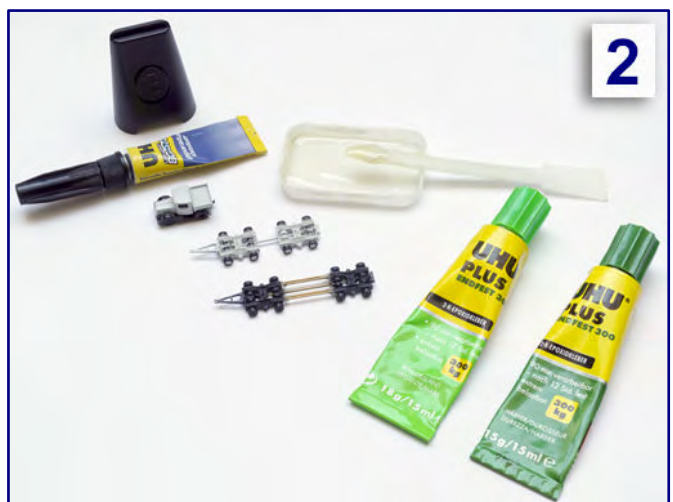
The sample vehicle of a Kaelble KV 632 ZB from the 1zu220 shop needed some reworking with sandpaper grain 2000 from Tamiya and paint (photo left), before it was provided with matching decals from Nothaft (photo right)

We have therefore given the pattern pure yellow decals of Nothaft (220-0865 / 220- 2210), and thus put it into a realistic operating state. A few colour adjustments later, including the red-white-striped bumper, turned it into a beautiful model.

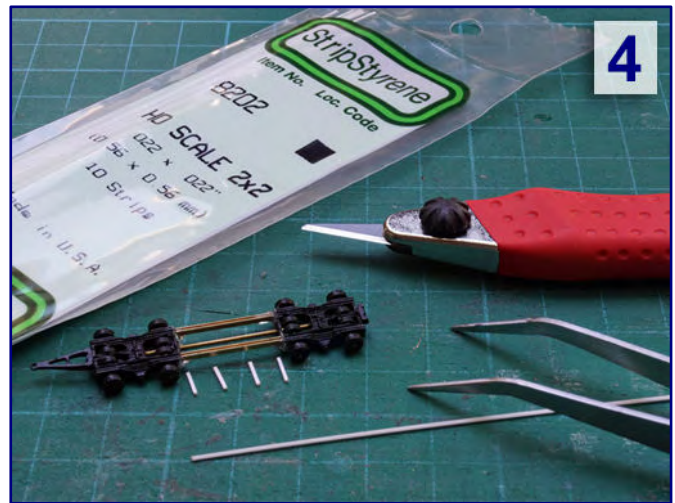
Now was still missing only a matching Culemeyer road scooter, which was created on a Märklin basis by conversion. We looked over the elastic tyres and modernised the type known as R 40 in a similar way as the DB had once done.

Of their 153 road scooters of this type, about 73 of them mutated to the one-piece type R40H2 by welding in a fixed intermediate bridge. The result of this modernisation was a high strength and improved stability. This was also obvious when it came to miniaturisation, as the road scooters in their original design were rarely still used by the DB, and soon they were no longer used at all.

Only with the implementation of this idea the effort was kept within limits and it was possible to create an exemplary variant based on the model that could be purchased. Unfortunately no drawings with exact measurements were available. In addition, Märklin had planned fixed positions for the wagon wheels.



In four steps to a modernised road scooter for freight wagons: In addition to measuring tools and brass U-profile we need above all the tinker saw from Roco (photo 1). The parts are glued with Uhu LED-Light Booster and Uhu Plus Endfest 30 (photo 2). As long as the joints are only dotted, measurements are taken with a suitable model, before finally creating facts (photo 3; page 23). The last step before painting in RAL 9005 deep black is to cut and glue in the transverse stiffeners made of polystyrene strips (photo 4; page 23).



This meant that the conversion was fixed in some parameters and could only be carried out with a pre-selected and suitable vehicle type. The standard chassis from 1972 came into question here, which was used for four different models in the year of its introduction and is still in use today after a product update.

So we chose one of the widely used refrigerated vehicles (8602) and determined the dimensions for the intermediate bridge according to its axle base with the aid of a calliper gauge. The appearance corresponded very well to the original photo and allowed a very versatile use on a model railway layout.

With a longer basic brass profile (Albion Alloys; distributed by Modellbaukompass), if possible, with the same diameter as delivered, we replaced the now too short connecting rod. In this condition the reproduction of the outer beams of the fixed bridge was much easier.

They were made of 1 x 1 mm thick brass U-profiles (UC 1) from the same supplier. Cutting to length was easy with the Roco fine saw, which has been tried and tested for years and is now officially known as the tinker saw (10900). All metal bonding was done with Uhu LED-Light Booster, which provides a strong hold within seconds, so that the conversion can proceed immediately.

With the open side of the profile glued in at the top, the seamless overall image of the template was created when viewed from the side, and the continuous drive-on rail in a matching shape was also created.

It could not be clarified in time how the pattern between the longitudinal beams looked like in the original. So we made the assumption that additional transverse stiffeners had certainly been welded in to prevent torsion during loading and unloading as well as bad road conditions.

We cut out four such cross braces from 0.56 x 0.56 mm polystyrene strips from Evergreen (8202; distributed by Faller). Still, we would still like to recommend the extremely precise blades and the ergonomic knives by Mozart (distributed by Peter Post Werkzeuge), which once again convinced us.

The four plastic stiffeners were then glued under the outer and on the inner longitudinal beams. In this case we were now able to accept longer drying times, which is why the almost indestructible two-component adhesive Uhu Plus Endfest 300 was used.



The towing vehicle Kaelble KV 632 ZB pulled a goods wagon onto the road scooter with the help of its rear-mounted cable winch and took it to the coupling. The access ramp has already been dismantled and in a moment the wagon will start moving to bring fresh bananas across the road to the ripening house without a railway siding.

Noch the next day there was still a deep black paint waiting for our sample. Degreased with isopropanol, we applied a PU primer from Badger by spray painting to ensure a secure hold even on the smooth metal. Afterwards, the road scooter with the Kaelble KV 632 ZB was able to go into operation and transported a Tnmos 53 banana refrigerated truck to its customer.

Manufacturer pages:

<https://www.maerklin.de>
<https://www.aktionshaus-mzz.de>
<https://www.1zu220-Shop.de>

Craft materials and tools:

<https://www.faller.de>
<http://microscale.com>
<https://www.modellbahndecals.de>
<http://www.peter-post-werkzeuge.de>

<https://www.roco.cc>
<https://www.tamiya.de>
<https://www.uhu.de>
<https://www.modellbaukompass.de>

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Culemeyer transports for more than fifty years Transport Specialist Reichsbahn

In order to be able to maintain their role in transport in the long term, even with the advent of the truck, forward-looking ideas were needed. One such idea was the invention of the road scooter by Johann Culemeyer. It was to last for around fifty years and for years even shaped the road scene of heavy goods traffic. The round Reichsbahn anniversary allows us to take a look back.

The Deutsche Reichsbahn-Gesellschaft was a company whose foundation and development took place in turbulent times. The young German democracy of the Weimar Republic stood on shaky ground and was burdened by political conflicts, coup attempts, reparations burdens, and inflation.

Right in the middle of all this was the Reichsbahn, whose founding date came 100 years ago this year. It was converted into a company under private law, to which the reparation burdens were imposed and which was also the pledge of the winners of the First World War.

The tasks and rationalisation constraints from the heritage of the state railways were manifold, but finances were always tight. It was still responsible for the construction of the Reichsautobahnen (German autobahn system). It still had to build up its own competition and pay for it at the same time. The situation was still exacerbated from 1929 onwards by the consequences of the Great Depression.

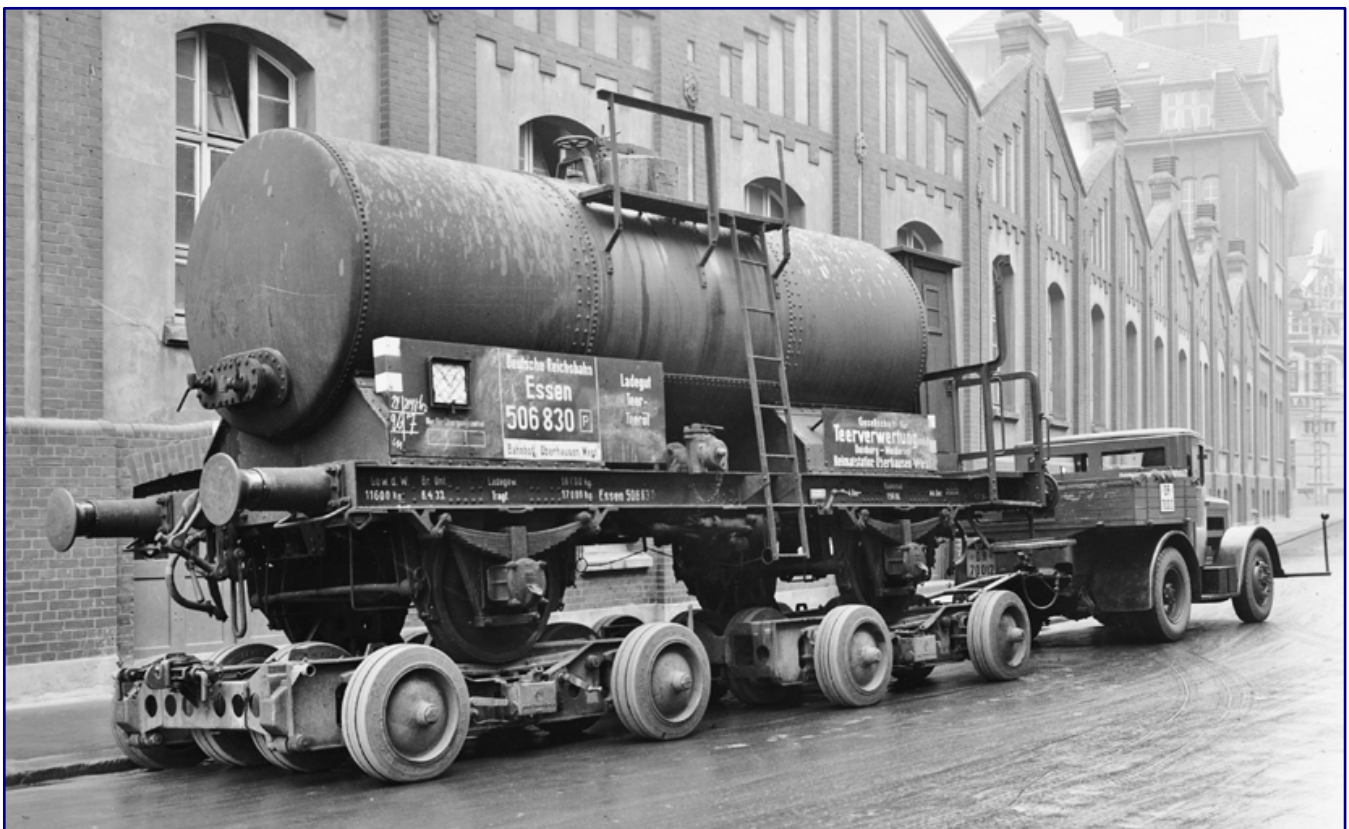


On 27 April 1933 the Reichsbahn in Berlin-Anhalter Gbf carried out test runs with the first Culemeyer team. The tractor is a Kaelble Z 6 R with 100 HP power. Only three tractors of this type were delivered to the Reichsbahn. Photo: RVM, Archiv Eisenbahnstiftung

Half a million employees (1930) also meant a great social responsibility as the largest transport company in the world. A stock of 25,000 locomotives, of which the modern standard locomotives were a minority, and around 12,000 stations illustrate the importance of the DRG in the transport sector at that time.

And yet, only about a third of all German municipalities were connected to the railways. This was a fact that could become a problem for the company. Because the competition was becoming more and more noticeable, especially from trucks, which could reach almost any place.

The development of registration figures clearly shows the rapidity of the changes that were to become an increasing problem for DRGs: Whereas, in 1914, there were just 9,100 trucks in the German Reich, at the time the Reichsbahn was founded there were 44,000, more than four times as many.



This two-piece road scooter and the 65 hp standard Kaelble Z 4 GR tractor were the model for the Märklin models. The tank car was taken on a delivery trip to Viersen in 1934, loaded with tar oil. This synthesized by-product from the coking plants in the Ruhr area was used to produce asphalt or bitumen. Photo: RVM, Archiv Eisenbahnstiftung

By 1929, a further 100,000 copies had been added (new figure: 144,000), which grew to 191,700 in 1934 when the world economic crisis was overcome. New concepts were needed to secure the company's status under these circumstances. They had to make the railway as flexible as the truck or integrate it sensibly for their own purposes.

Otherwise, the railway would lose the battle for the foreseeable future. A plus point was the aforementioned size of the DRG, which made it powerful, as there were about 50,000 rather small freight forwarders on the other side.

The answer to the questions of the time with which the company was confronted was found by Johann Culemeyer (1883 - 1951), a graduate civil engineer who worked as a department head for special freight cars at the Reichsbahn Central Office in Berlin. His conclusion was that the Reichsbahn itself had to become active on the road in order to complement the railways' range of services in a meaningful way.

Thus, he developed a road scooter named after him, which was marketed as a “mobile siding.” In 1931 he applied for a patent for his invention, which was granted in 1933. In the future, a road vehicle was to transport railway wagons of any size to small and medium-sized commercial enterprises that did not have a railway siding. On 27 April 1933 the time had come: the first road scooter was presented at the Anhalter freight station in Berlin.

The road scooter picks up speed

Some prerequisites were essential for the concept to work at all. For example, transport by road was not allowed to place greater demands on a wagon than on the road. This was especially true on uneven stretches of road, because cobblestone roads and poorly constructed traffic routes were still predominant at that time.

Furthermore, transport was not to be tied to a fixed axle base of the freight wagons, because there was no standardised type depending on the year of construction and intended use. The weight of the scooter also played a role, as this had to be distributed over the number of axles in order to avoid overloading the road surface.



The heavy scooters, which travelled at a maximum speed of 8 km/h and thus barely faster than walking speed, gave the accompanying photographer many opportunities to take photos. Here, such a unit with a ship's hull circles the Kindinger Berg on the Reichsautobahn (autobahn) on 29 May 1940. Photo: RVM, Archiv Eisenbahnstiftung

The rails should be mounted as low as possible in order to keep the clearance height low with regard to bridges, subways or factory gates and also to ensure driving stability. This initially led to the use of elastic tyres, instead of pneumatic tyres (see photo on page 26), which, in addition to the lower overall height, were expected to be more robust.

The wheels on the road scooter could be steered, so they were also turning, reducing the turning circle, which was an invaluable advantage in narrow work yards. And indeed, this idea made a big impact on the transport market.

As early as 12 October 1933, still in the year of the public presentation, regular deliveries to the Kaisers' Kaffee Geschäft chain in Viersen began via the rolling siding. Kugelfischer in Schweinfurt and many others followed shortly afterwards.



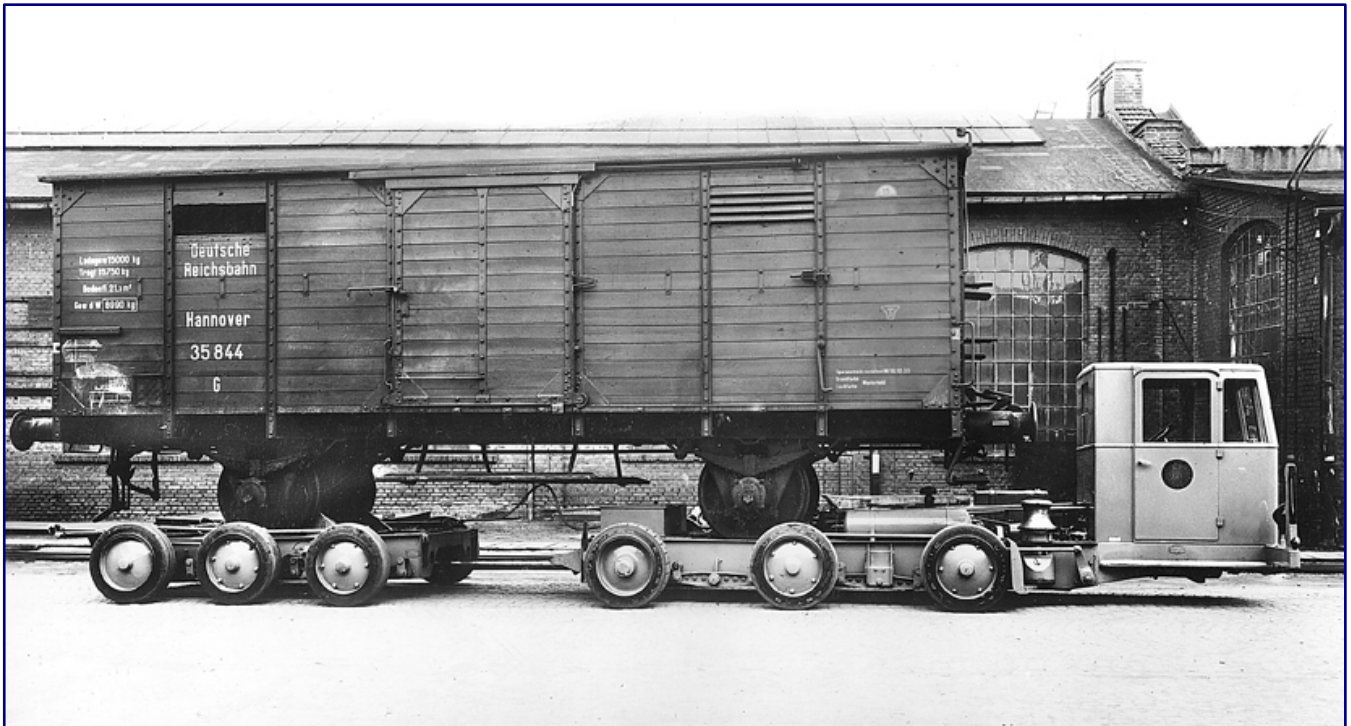
The type Z 6 R 3A from Kaelble was the heaviest and with 180 hp the most powerful tractor of its time, here probably brand-new taken on 11th November 1937. By adding extra ballast the vehicle could increase its total weight from 14.5 t to 21 t, which together with the four-wheel drive provided an impressive traction. In order to be able to carry this vehicle weight, special Fulda balloon tyres of size 13.50-20 were required. Photo: RVM, Archiv Eisenbahnstiftung

In the first year alone, around 6,000 freight wagons were transported in the few months of the service, in 1938 the figure was as high as 200,000. Thus, the Reichsbahn persistently developed its successful model further. The tractors became more powerful (100 to 180 hp) and faster, the elastic tyres later had to give way to a normal tyre.

In addition to the regular freight wagon delivery service, the DRG also took over special transport and proved to be a specialist for heavy goods transport. What special haulage companies do today was once a gap in the market that the small road haulage companies could not fill. The Reichsbahn was able to do so, and transported large pressure vessels, bridge girders and finally even ship parts or hulls.

Nazi propaganda also knew how to use this for its own purposes and used the media to highlight such transports, in which several tractor units were used next to and behind each other and entire sections of the autobahns had to be closed.

When in 1937 the “largest diesel tractor in the world” with 180 hp was put into operation, the emblem of the time was soon triumphantly displayed on the front of the three-axle Kaelble Z 6 R 3A. Originally, Hanomag tractors were also considered as tractors, which illustrates the enormous leap.



In addition to the Kaelble from Backnang, the Waggonfabrik Gotha also produced Culemeyer vehicles, such as this self-propelled scooter from 1935, which, however, turned out to be an aberration. In the beginning, as can still be seen here, it was designed in two parts to accommodate freight cars with different wheel bases. Photo: RVM, Archiv Eisenbahnstiftung

With ever increasing output, a business field is developing here, especially for Kaelble from Backnang, whose name will probably always be associated with the Culemeyer road scooter. Only Faun was still in a position to build suitable tractors in significant numbers.

But also the Waggonfabrik Gotha produced Culemeyer tractors before the Second World War. These included a two-part self-propelled unit in 1935, which was designed to accommodate goods wagons with different wheel bases. Because of its instability during empty runs, it was later given a fixed frame, but it was never able to assert itself.

The business of the Reichsbahn shifted more and more towards the special services described above. During the war, this took on an important and strongly emphasised significance in the media, as the Reichsbahn played an increasingly important role in armaments and military supplies.

New beginning and all-time high

In 1945, Germany lay in ruins. Apart from buildings, bridges, roads and railway lines were destroyed. Interrupted lines could often not serve traffic, because the railway could not take small detours like a car. Road traffic could be restored faster and more easily



After 1945, the Culemeyer transports initially played an important role in the reconstruction and subsequent economic miracles. Photo taken at Hanau railway station in 1956 shows how the Kaelble tractor uses a cable winch and ramp to pick up a tank car from the German Esso AG onto its six-axle road scooter. Photo: Paul Trost, Archiv Eisenbahnstiftung

Thus, many wagons and locomotives stood somewhere on “dead” sections, where they had been driven to as protection against Allied attacks or had been cut off from the rest of the traffic.

Here, too, the Deutsche Reichsbahn in the western zones and, from 1949, the newly founded immediately played an important role. Once again it became a specialist for heavy transport, which could pick up or deliver, even unusual freight, almost anywhere.

Even steam locomotives with tender tenders were transported by Culemeyer transport to the repair works, or were moved to railways that were still separated from the rest of the network. The DB therefore played an important role in the reconstruction and the subsequent German economic miracle.

The number of vehicles and their journeys increased steadily, reaching and eventually exceeding the pre-war level. Paper smoothing cylinders, large motors and transformers were transported on Culemeyer vehicles as well as passenger coaches, locomotives or power cars to exhibitions.

In 1953, the number of road scooter locations at DB had grown to a total of 124. The Bundesbahn (Federal Railways) was by far the largest specialist freight forwarder for heavy goods transport. At the same time, the Culemeyer system also achieved some export successes, including to Sweden.

continues on page 33



Photo on page 32 above:

On April 23, 1959, prefabricated parts of a Danish company were transported by road the last 5 km to the construction site in Hamburg-Horn in regular traffic. From Glostrup (Denmark) to Hamburg-Wandbek the parts including stake cars had previously been transported by rail. Photo: Walter Hollnagel, Railway Foundation Archive

Photo on page 32 below:

Another example of regular traffic with Culemeyer vehicles can be seen here and was the template for our conversion. On May 20, 1959, the Culemeyer transport of a banana refrigerated truck across Munich seems to be nothing special, as the lack of passer-by reactions shows. At that time, the DB still identified about 130 locations for regular road scooter traffic. Photo: Joachim Claus, Archive Railway Foundation

A historically significant special situation should not remain unmentioned at this point: While gaps in the route network were closed in the course of reconstruction, there was also one that was to remain permanent.

In the "Tettauer Winkel," a corner of the Bavarian Forest, the railway siding of the Alexanderhütte was no longer accessible by rail due to the new borders, as a short stretch of the line ran across the territory of the GDR.



This transport of the ETA 150 533 to the "Road and Rail" exhibition held in Essen in 1960 is an example of the special transport services provided by the German Federal Railways. The long vehicle combination was performed with a traction engine on the Veronikastraße in Essen-Rüttenscheid. By the way, the widely protruding wheel hub on the front Kaelble vehicle reveals its driven front axle (see photos on pages 31 and 32 above). Photo: Willi Marotz, Archiv Eisenbahnstiftung

Alternatives for circumvention were not available, or did not appear economically viable. So here too, only the Culemeyer road scooter offered a solution. The goods wagons were loaded in Steinbach am Wald and transported by road to the Tettau-Alexanderhütte junction.

This provisional arrangement existed from 1 July 1952 and lasted until 31 May 1996, making it the most durable Culemeyer connection in railway history. Something similar existed only in the area around the Oberen Ruhrtalbahn (Upper Ruhr Valley Railway), where the RLG took over this task for many years after the DB withdrew (see the article on the model in the last issue).



In 1964 a Culemeyer transport with the Kaelble tractor KV 631 ZR 58 (DB 47-311) stands in front of Frankfurt's main freight station, where today the exhibition centre is located on Osloer Straße. The driver checks the correct position of the Rmms 33 on the attached LR 40 road scooter before the transport can begin. Photo: Reinhold Palm, Archiv Eisenbahnstiftung

But the heyday after the Second World War was to be a short one. Between 1950 and 1955, the number of freight wagons transported in this way doubled, demonstrating both the enormous economic growth and the return to normality.

Thereafter, smaller but steady and also noticeable increases were recorded until an all-time high of 189,639 freight wagons was reached in 1970. The subsequent slump is faster and more pronounced than the growth of earlier years.

And, so the DB procures new road scooters for the last time in 1970/71, followed by the last tractor unit in 1973. After that, investments were only made in heavy goods traffic as we know it today. In 1987, after still only 362 wagons transported in the year as a whole, DB withdraws from this business segment for good.

The question of "why"

When looking at statistical data, they only conjure up a wrinkle on the forehead. How can such a successful model disappear so suddenly and quickly? There is only one explanation: a weak point in the system, which could only be eliminated with a completely different approach.

Although the changeover to pneumatic tyres brought about an acceleration, Culemeyer road transport, nevertheless, remained rather slow. Even the continuous travel platform, which the DB preferred over two merely connected roller units, could not solve a basic problem.

In the end it could not be changed that the dead weight of the freight wagon chassis always had to be moved along with it. This cost energy and time, making the means of transport always inefficient. This became an economic problem, but could not be prevented for a long time.

This was to be revolutionised by the overseas container, which also began its triumphant advance in Germany in 1966. It could be transferred from ship to train and on to truck. It saved a great deal of weight and made the units in transit more mobile. It was therefore possible to achieve the desired rationalisation effects.

Thus, around 1970, it became increasingly popular at an enormous speed and ensured that Culemeyer traffic became phased out as early as 1973. Because of its high costs, DB no longer dared to invest and slowly withdrew from this business segment by terminating contracts with customers.

As far as the company as a whole was concerned, it was only a marginal activity, that was now undesirable. There was also no denying that the slow Culemeyer vehicles were increasingly becoming an obstacle in the rapidly increasing road traffic.

They were now simply no longer desired by politics and industry. The same applied, for example, to small railways, which for decades had shared the planning of inner-city streets, such as for trams.



The Hagedorn plastics factory in Lingen (Ems) received tank wagons for road transport. The road transporter Faun F 610/36 Z (former DB 47-682) photographed in the photo on 11 September 2001 was used on its own responsibility, until 2005. Photo: Stefan Kunzmann (Public Domain)

The car was and became more and more the darling of transport policy, and the railways were visibly losing out, here, even on the streets. On the other hand, combined freight transport (KLV) became its new competitor, which the Bundesbahn (Federal Railways) wanted and had to face in order to participate. So, it is not surprising that the 50th anniversary in 1983 was not even mentioned.

But even modern heavy goods transport with self-propelled vehicles had no great future under the umbrella of DB: In 2004, the heavy goods group was assigned within Deutsche Bahn AG to Stinnes AG and its subsidiary Nuclear Cargo & Service GmbH (NCS).

Relocated to Hanau and sold to the French DAHER Group on 1 January 2007, this chapter of railway history was probably also finally closed. What remains of the Culemeyer are museum-preserved specimens, for example in Darmstadt-Kranichstein, Bochum-Dahlhausen or at the DB Museum in Nürnberg (Nuremberg), but not as part of the publicly accessible exhibition.

On the life of Johan Culemeyer:
https://de.wikipedia.org/wiki/Johann_Culemeyer

Construction types of road transporters and active operation:
<https://de.wikipedia.org/wiki/Stra%C3%9Fenroller>
https://www.youtube.com/watch?v=_ODxu9PRSBs

On the way in Diemeltal (Part 4)

A green Finale with a Kick

All good things come in threes, but not with us. We continue with the fourth part of our construction report to the Oberen Ruhrtalbahn (Upper Ruhr Valley Railway). But this only brings us to the end for now. An exciting topic is still waiting for us afterwards. But before that, Dirk Kuhlmann takes you on a journey through his blooming landscapes.

Welcome to the last part of our report series for the time being. Really? But no, part 5 will soon be welcome to the last part of our series of reports. Really? But no, part 5 will soon be published with the digital specifics of this layout. At the moment, some of them are still undergoing real field tests and these should of course lead to a smooth demonstration operation.

At present, however, the final appearance of this huge layout is at stake. I use this word deliberately. Because I ask myself: Will "Diemeltal" come across as it does in my imagination and plan drafts? The exhibit should be well-balanced and this on a length of 450 cm.



The last part for now of our Diemeltal series is about the composition of the vegetation, with which impressions like this one are made possible.

It is the landscaping of a layout in particular that reveals many gross design flaws in previous works. For example, slopes or railway embankments that are too steep, continuous grass areas usually do not look particularly well designed either.

But before the "Greening Action" could start, the vacuum cleaner first had to be used to remove the last remnants of part 3. I then repaired the still visible and faulty areas that came to light.

Different finest, sifted turf types from Woodland Scenics always form the first green basis of my works. The first layer of grassing (2 mm fibre length from Mininatur) was done on a 20 cm x 20 cm section. The glue was deliberately not applied over the whole surface, but was dabbed on irregularly.

This was followed section by section, as this was the only way to achieve detailed work with direct control. Later locations of trees and bushes are of course excluded from the procedure. And, already, after two further landscaping rounds, the ground conditions looked, as desired.



Step-by-step landscaping is an effective means of immediately checking the result (photo above). After several layers of grass have been applied, it looks very natural and the next steps can follow (photo below).

Dense, more or less tall grass, weeds and lichens, alternate with the bare soil.

This is a great effort, which I always take, because it is definitely worth it. Let me repeat myself: Go out into nature and go on an observation tour. It is the best basis for every project.

Nothing is worse than taking a model railway layout, which might be called “deified”, as a blueprint. Unfortunately, I have to observe this again and again, the result would then only be an image of the blueprint of the original. Others call such a thing “plagiarism”.

The few but important connoisseurs of landscape design notice this immediately. Most of them, however, remain silent, as the commonality of the hobby is of course at the top of the list. But unfortunately, that way you can never learn anything from your mistake.



The first small details and especially bushes and shrubs now find their place on the layout. Due to the later planting of trees, some places would otherwise no longer be accessible

The patience of some hobbyists is also put to the test when implementing the miniature nature. The planning and implementation of the track layouts as well as the electrical work has already exceeded all time limits. There is simply no perseverance left for the further construction phase, which is what gives a layout its face.

A few mountains of gypsum and third-class trees from the mass production of large manufacturers will have to suffice. This is quite a pity, because often such a layout is immediately demolished! Sooner or later, when the builder is disillusioned, it no longer meets his own requirements. Let us now continue and take up the topic again below.

Implementation of impressions

Now it was time on the “Diemelta” layout, before the prepared trees and bushes completed the scenery, to place small details in exposed and later no longer easily accessible spots.

This also applies where some objects later almost disappear in the forest or thicket. The countless logs and wooden objects were also given their place. Of course, my handwriting (once again) came through here, and a few old planks had to be placed on the walls of the houses at all costs.



The finished miniature trees are waiting to be placed in the left segment. Because of the hard foam as a landscape base, only a few tools will be needed for "planting."

For the bushes, this time I used only the fine "Naturex" from Polak. A small colour comparison on site in Westheim had been the decisive factor. Here, again, I had to compare and check the colours on the basis of the original by the big original.

At the same time I looked at the blooming landscapes there in May 2019. Actually they were almost only front and back gardens of various houses. Besides, one of the Westheimer fellow marksmen had a respectable outdoor area for chickens and also a pretty wife! On the middle segment of Diemeltal this scenery can now also be found.

Even the introverted fisherman in the midst of the Diemel had to be perpetuated. Just ask Jörg Erkel, the characters are real. Just like the rather funny people next to the brewery or at the cemetery. Unfortunately, the priest was out of town.

If you don't have the advantage of visiting the place, sometimes the simple photos of the locals are worth a mint. Even old postcards can help you. If you straighten out your stare at locomotives for a few minutes, many everyday scenes can be seen even in railway books at the edge of a photo and most of them can be produced.



Photos of the Diemel in the east of Westheim (picture above) were the basis for the water shaping (picture below). Again a lot of single parts are needed to create an appealing impression.

This brings us now to tree-construction, which I will not describe to you this time again, since the implementation is similar to other hobbyists in some processes (and has already been presented in this magazine, in such a context).

continues on page 42



Random scenes on site captured in the photos (photos in the left column) should always be included in the installation to create a more credible situation (photos in the right column). The aim was not a 1:1 conversion, but a dense effect.

They are just our own creations, made with the typical tools like wire and self-mixed “wooden trunk” paint. The foliage also comes from Polak and Mininatur. But in the end it is always your own taste that counts.

And of course there are also excellent and specialised “tree builders,” but in my opinion, self-built trees fit much better into the overall harmony of the layout. It's all from one source and it's fun too!



On the upper photo you can see very clearly the areas which are not landscaped. With the trees that were added later, the scenery looks very believable (photo below).

Now, I had prepared everything on several trays and the final day of the final decoration had come. I'm sure you've already noticed the effect when the trees are glued on the layout. The exhibit seems to change once again and the desired atmosphere is created immediately.

For some time now, the **Trainini®** editorial staff has been working on some earlier articles from previous years, in order to soon publish a small handbook on model railway design. At the moment I can only refer to some **Trainini®** reports about the construction of the “Rothenzeller Weg” in 2017.

Often, I have given the suggestion to model railroaders who are friends of mine to refrain from buying another locomotive and to supply themselves with a large amount of trees. Well, with a desert theme the topic would not have to be emphasised. But, that surely does not suit your taste, does it?

Nevertheless, I am always surprised that even today some model railroaders can elaborately distribute 50 trees on 2 m² and what avoids the mentioned desert. Sometimes, I have up to 50 trees on an area that is only as big as a sheet of DIN-A4 paper. This gives a very credible impression of a forest.



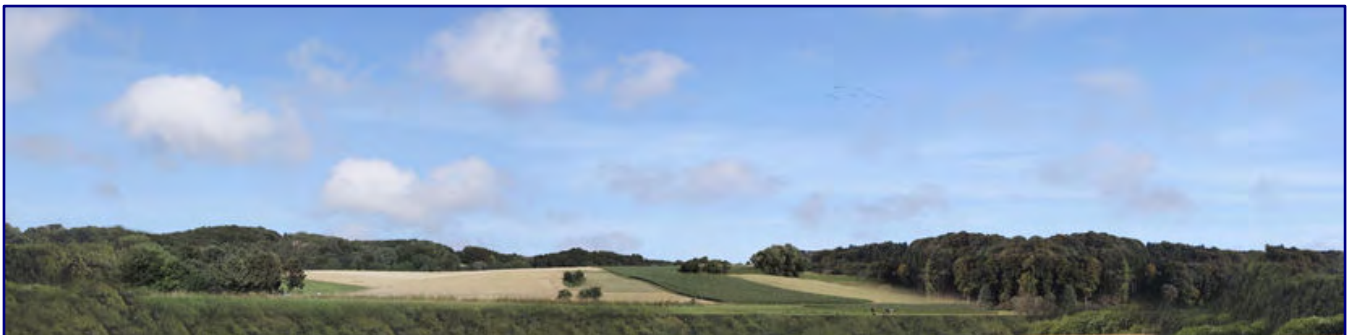
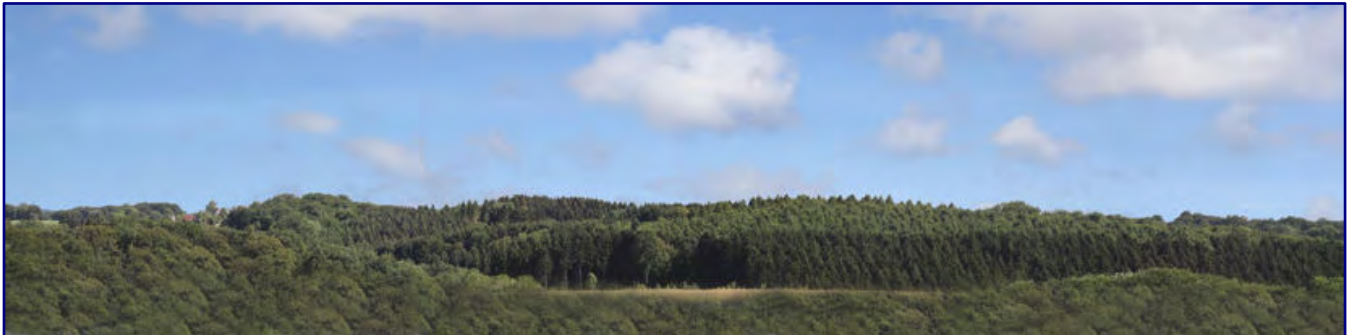
If the tree population is rather sparse, a ground design with grasses and bushes is also credible. The fine implementations are very well visible in the sidelight.

At the transitions to the backdrop there are often three rows of trees, which camouflage the so-called breaking point and make everything shut down! But trees and bushes can do much more; want an example?

On "Diemeltal" a small forest in the foreground prevents the view of the tracks (a good 50 cm). Unfortunately the spectator has to look at the rolling stock through the undergrowth. Unfortunately? No! In reality such real visual barriers are present.

If you are still a bit uncertain about the implementation, the photos would be very helpful again. Based on my experiences with the construction of many layouts, the complete and very high number of trees was planted within one day.

continues on page 45



The action is almost gut-wrenching and the above-mentioned atmosphere becomes increasingly intense. Shortly after that, my tension increased immeasurably. Did the three light boxes with background scenery really fit the material used?



Various car models are first applied to a double-sided adhesive tape so that they can be weathered a little (photo above). In the yellow box there are various small parts, which should find their place on the layout after the tree action (photo below).

Photos on page 44:

First attempts were made with smaller background photos (photo above). Towards the end of the design work, a self-made backdrop, measuring approx. 550 cm x 50 cm, could now be installed (photo below, shown in three parts).

One after the other, the LED strips were activated, and lo and behold, the feature film on television in the evening became a side issue. Everything fitted together wonderfully, although at that time “only” a

provisional version of the backdrop was in place. Altenbeken 2020 was just around the corner, or that's what Jörg Erkel and I thought at that time.

If you add various small details, cars and miniature figures, the installation not only has the atmosphere mentioned above, there are also real interactions taking place in many places and you could tell stories about them.

Premature and temporary end

Thus, some “interactions” in my “storyboard” for this segment layout stood and stand before Covid-19 caused a forced stop. So this work unfortunately remained incomplete for the time being. We had finally decided to move the complete exhibit to Westheim to the HRT Informationstechnik showrooms (with the 1zu220 shop).



The first trains have arrived in Diemeltal and make their rounds. Some houses and small details are still missing on Diemeltal, but the mood of the Oberen Ruhrtalbahn (Upper Ruhr Valley Railway) is already there.

Of course, construction will only continue on site once this terrible epidemic is over. Dozens of “Diemeltal visitors” have not been able to figure out why this hog is standing around on a dirt road. Pardon, I correct: why is the pig looking at the area?

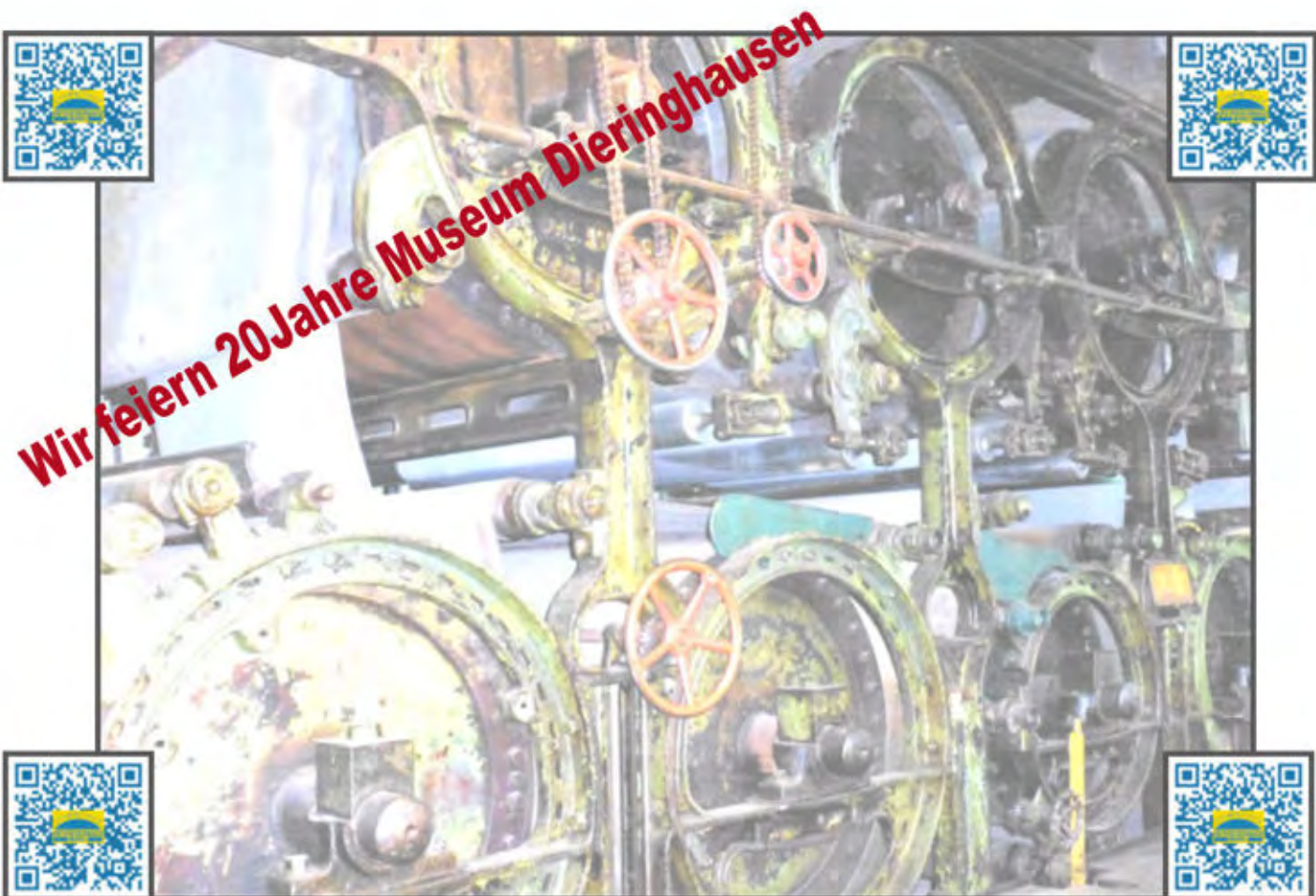
Or, is it another one of those coarse and subliminal humour interludes by Mr. Kuhlmann? At some point we meet again in person with the huge layout at an exhibition, then we let the cat out of the bag. Or should I also say here “let the hog go wild.” Whatever you prefer as a suitable expression: That's a promise!

Manufacturers of the materials used:
• <https://www.mininatur.de>
• <http://www.polakmodel.cz>
• <https://woodlandscenics.woodlandscenics.com>

Stammtisch - Untereschbach

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www.Stammtisch-untereschbach.de

Wiesenthal a century ago **The Man is himself!**

We certainly do not want to let the centenary of the German Imperial Railway pass by without doing it at least some honour! We are therefore pleased to present today Wilfried Pflugbeil's beautiful monument to the "golden twenties" with its many refinements. Please join us on a journey back to the times when Germany's first standardized locomotives made their debut. What was it like when the first standardized locomotives saw the light of day?

By Wilfried Pflugbeil. Like many other model railroaders, my journey towards Z-scale was marked by detours. As a former TT scale enthusiast and having grown up in East Germany, I was used to tinkering and building a lot of my things from scratch.

This way of model making in its most original form has been certainly an essential characteristic, if not the great passion, of my work over many decades. As a consequence and in order to test what is possible after having switched to Z-scale, I started to build my layout "Rund um Schlossberg" (Around Castle Hill).



At the time of the Deutsche Reichsbahn, large parts of the Central German network had already switched to electrical operations. This scene of a class E 19 leading an express train and an E 94 with a heavy freight train in tow is therefore a realistic one.

On that layout I took up many motives from my hometown Chemnitz, made scale drawings of real buildings and brought them back to life as models on a scale of 1:220. Eventually, I was invited to showcase the layout at exhibitions, but transporting it was, unfortunately, not so easy.

This led to a lengthy process of planning a new exhibition layout. One condition was that it should fit into the trunk of a normal station wagon. This was possible with two segments measuring 1.20 x 0.60 m each, if they could be stacked on top of each other.



The layout consists of two segments, each measuring 1.20 by 0.60 meters. It therefore fits easily into the trunk of a station wagon. Despite manageable dimensions, nothing seems overloaded: Wilfried Pflugbeil paid particular attention to the surrounding landscape, and concentrated on a few selected visual themes from his region.

A further requirement was to have a tailor made, light weight and foldable support structure which I built from aluminium profiles. But the baseboards for the two layout segments should also be built as light as possible. With a skeleton construction, rock faces made of cork bark and papier-mâché, this also seemed to be a solvable task.

As always: model railway era II

Of course, I also wanted to remain true to era II, my preferred model railway epoch. And so I chose themes from the time of the Deutschen Reichsbahn-Gesellschaft (Deutsche German Imperial Railway Company) for this new project. Moreover, I added some elements of Chemnitz' history to this overall theme, such as the Chemnitz Bismarck.

Also, a street and a pioneering Chemnitz designed vehicle of the German automobile industry were built by myself and consciously, and I hope also skilfully, take up the local history of the city.



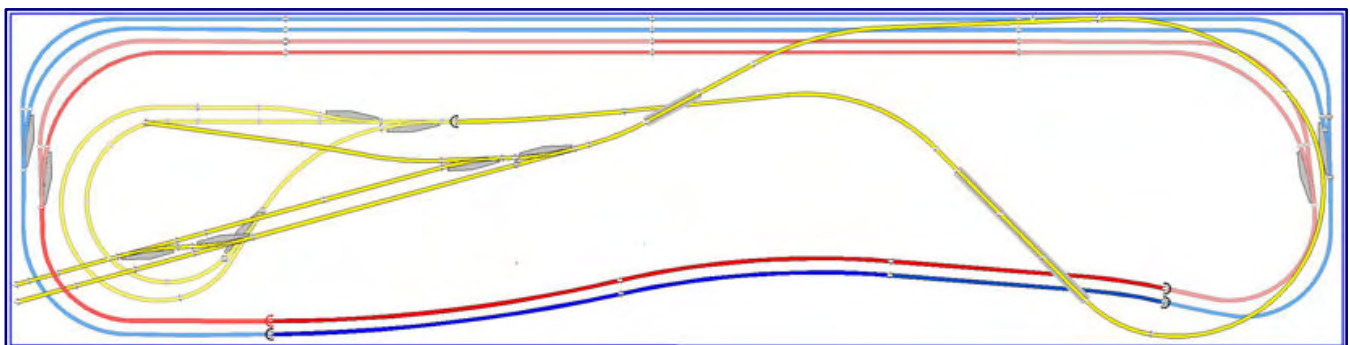
Late summer mood cast in evening light: In the right part of the image one can see the Chemnitz street to which we will come back further down in the article. In the background, the Bismarck Tower rises from the spaciouly designed landscape.



Late summer mood cast in evening light: In the right part of the image one can see the Chemnitz street to which we will come back further down in the article. In the background, the Bismarck Tower rises from the spaciouly designed landscape.

Even the buildings and bridges that now adorn my “Wiesenthal” layout are not fantasy constructions. As with the previous project, I designed them according to prototypes and built them completely from scratch:

In order to not overload the track plan, I limited myself to a double-track main line with a staging yard for ten trains and, in addition, a single-track, separate branch line with terminal station. The branch line also got a staging yard, which in this case holds two trains.



A good layout is not only defined by the length of laid tracks: Wilfried Pflugbeil's Wiesenthal layout manages with a double-track main line oval (blue and red) including staging yard, and a single-track branch line (yellow) with a reversing loop. Nevertheless, it does not have to do without a long “parade route”.



This is the natural environment of the Henschel-Wegmann train! On its way from Dresden to Berlin it passes the Wiesenthal residential street and the block station with the winged wheel of the class 19, the former "Sachsenstolz" ("Pride of Saxony").

In order to ensure lively train traffic on the layout, I built a self-designed automatic control system. The main reason for this was that I wanted to be free to engage with visitors and answer their questions, when taking the layout to exhibitions.

My control system was designed to allow not only for an automatic change of trains in the staging yard for both directions of travel, but also a special train sequencing for the terminal station of the branch line. Here, the steam engine uncouples from the train, changes over to the other end of the train and approaches its passenger train again.

The Track Superstructure

Track and turnouts are all and without exception from Märklin. I only used flex tracks to achieve a sleek and elegant routing of the track.

All turnouts were converted to Glöckner-drives before installing them on the layout, and, in addition, were equipped with illuminated turnout lanterns. The construction of the overhead line also had to meet high standards.

While the look of the masts was adapted to Era II and the Central German network, the true-to-scale wires are again completely self-built.

But I am firmly convinced that this has been a worthwhile effort, because neither the commercial punched metal wire imitations nor the complete omission of wires were appealing options to me.



Flex track and turnouts are from Märklin, as are the partially modified catenary masts. The catenary lines and the bridges, on the other hand, are excellent examples of what can be achieved with building things from scratch. All bridges were also built according to prototype.

I repurposed my signal box “Thale” for the block post on the main line. It also has an inner life, for example a lever frame, from which the signals are transmitted by cables and tensioning devices. A winged wheel monument made from the driving wheel of a class 19 locomotive stands in memory of the Saxon locomotive designer Richard Hartmann in front of the blockhouse.

Attention to detail

My ambition for this exhibition layout was that it should not only impress with its elegant track layout and sophisticated landscaping, but also with a number of nifty details that capture the attention of visitors and take them by surprise.

I, therefore, integrated into the scenery two animated models of my own design. The ancient vintage car is not only highly detailed and looks almost alien to our eyes today, but is also mobile.

It drives down the road with spinning wheels and meets a horse drawn wagon at the following intersection. The horse is of course not yet familiar with a car, shuns and then jumps up on its hind legs. The coachman can only keep it under control with difficulty, while the driver also brings his vehicle to a surprise halt.

continues on page 54



There are only a few tinkerers like Wilfried Pflugbeil, who are able to build such surprising scenes: Coming from the left, a vintage automobile drives down the road until the horse of the laterally arriving carriage shuns at the intersection (top). Unsettled, the driver turns around and drives back in the opposite direction. Meanwhile, hay is diligently thrown onto a horse drawn cart in the meadow. As if, by magic, the hay flies off the moving fork of the farmer (bottom).

Since the road crosses over the two segments of the layout, and, therefore, has to be removable, I had to build it myself. The road substructure consists of plywood and at each end of the road I mounted two pinch rollers from a cassette recorder. One roller is driven by a gear motor underneath the layout via bevel gear wheels. U-profiles between the rollers guide the magnets, which are attached to a circulating 0.01 mm polyamide thread.



The entire street of the small town was also built completely from scratch according to local originals. This effort pays off and gives this layout its unmistakable and individual look.

The road surface consists of cardboard with printed photos of our street. Several reed contacts in the road ensure that the car stops in front of our door and the horse jumps. The horse's hind legs have been cut off and a shaft has been added. A thread attached to the root of the horse's tail is connected to an electromagnet which triggers the movement.

After building that scene, I decided to do an additional animated scene related to the summer hay harvest. It consists of a farmer loading his horse drawn cart. Without ever ceasing or showing signs of fatigue, he swings the hay fork and throws the loose hay onto his cart.

Just a brief technical explanation: A thread with two grass tufts runs through the hay fork and triggers it to move upwards. The fork moves the farmer's arm, and a magnet pulls the fork down again.

I have already been rewarded with a lot of astonished comments in virtual presentations of this scene.

continues on page 56



This construction site could look familiar to many readers (above): Wilfried Pflugbeil has already described the engineering of his houses in our magazine. At the terminus of the branch line (bottom) the steam locomotive uncouples from the passenger train as if by magic, moves over the siding and finally to the other end of the train again. As soon as the semaphore wings are lifted, it can start again in the opposite direction!

Last, but not least

All the landscaping has been done with standard materials from Noch, Polak, Microrama, Woodland Scenics and customary adhesives and paints. Figures are, of course, also important for adding live and interest to the scenery. I have used Z-scale figures from Trafofuchs and Preiser, the latter of which I hand painted myself.

Also essential: a backscene matching the themes and scale of the layout. I found a suitable backdrop at Modellbau-Atelier Andreas Dietrich. Self-built LED-lighting above the front of the layout (2 x 2.40 m) makes for an almost shadow-free illumination.

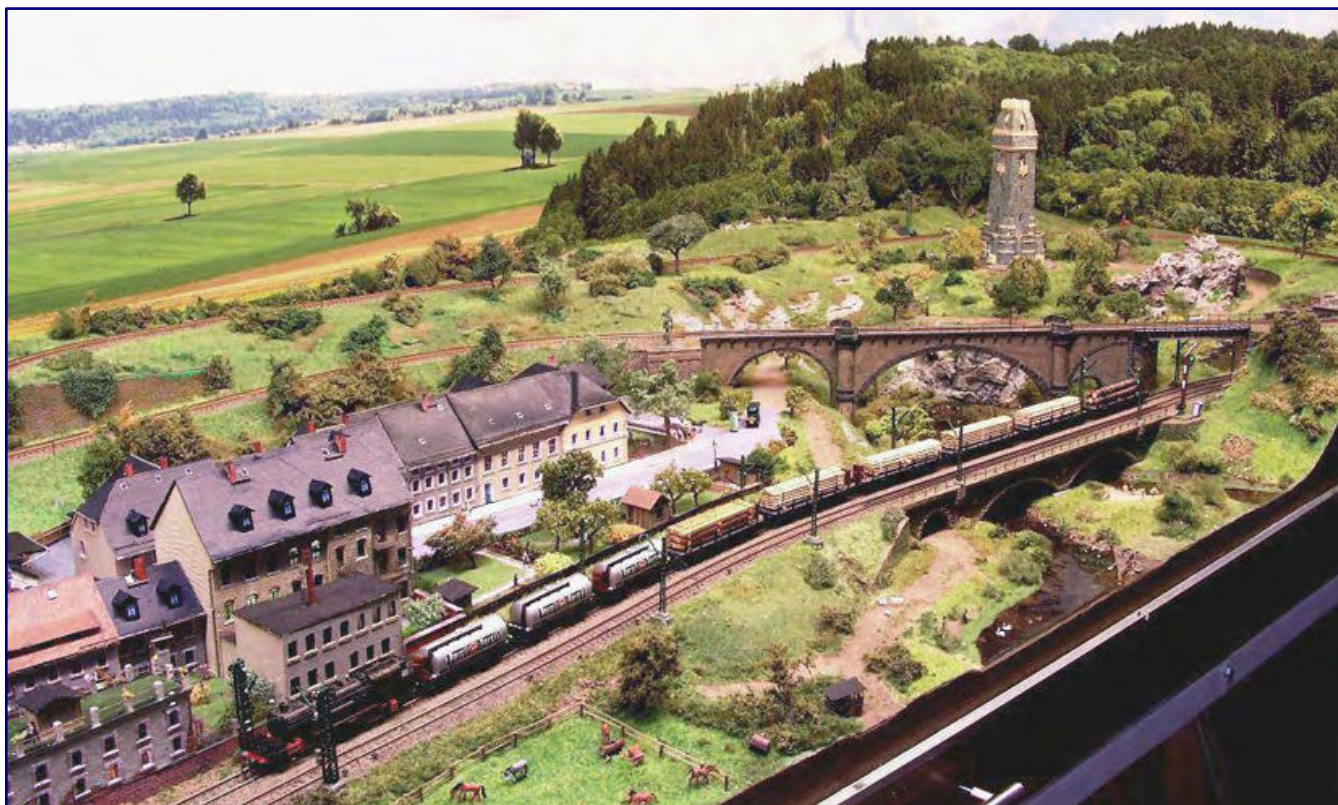


The indispensable effect of a backscene that matches the themes and landscape of the layout is evident from this photo: The visual depth of the layout, which measures only 60 cm from front to rear edge, speaks volumes! The photo also shows the various structures mentioned in the article.

I have repeatedly emphasised how many elements of this layout were created completely from scratch. This is the part of model making which I particularly enjoy, and which makes for unique results. I have turned this into my personal style signifier.

Putting so much devotion into building things that could be bought ready-made in an at least partially similar way comes with a trade-off, of course. "Wiesenthal" took almost three years to build, but, I think, it was worth it.

In any case, the few people who have been able to already see the layout were thrilled. And visitors to the 2018 Altenbeken Z-scale exhibition could already experience the half-finished layout with track and the historical car scene in place. I still remember their encouraging feedback.



Almost three years of construction time went into the country until views like these were possible: A class 96 locomotive struggles along the main line in front of a goods train with tank wagons and flat cars full of wood.

My original plan was to exhibit and invite reactions to the finished layout at the Altenbeken show this spring which had to be cancelled due to the pandemic. I would have enjoyed this very much, given that I had arranged everything so that I could take the time for discussions.

All photos and track plan: Wilfried Pflugbeil

Manufacturer pages for the materials used:

- <http://www.atelier-dietrich.at>
- <https://www.maerklin.de>
- <https://eshop.microrama.eu/de/>
- <https://www.noch.de>
- <http://www.polakmodel.cz>
- <http://www.trafofuchs.de>

Note for English readers: The literature section that follows is not translated into English because the original texts of the books involved are in the German language. The original German is left here for information purposes only.

Elektrische Baureihenvielfalt bei der Reichsbahn **Vom Stangen- zum Einzelachsantrieb**

Die Deutsche Reichsbahn wollte stets modern und innovativ sein. Grenzen setzten ihr immer die knappen Finanzen. Doch sie unternahm mit Nachdruck große Anstrengungen, um ihren Betrieb wirtschaftlicher und effizienter zu gestalten, um von dieser Seite Entlastung zu schaffen. Eine besondere Rolle spielten elektrische Lokomotiven, die oft einen Versuchscharakter behielten. Ein neuer EK-Band fasst die meisten von ihnen zusammen und stellt sie den Lesern vor.

Dirk Winkler
Die Vorkriegs-Elloks der Reichsbahn
Die von der Reichsbahn beschafften Elloks 1920 bis 1937

EK-Verlag GmbH
Freiburg 2020

Gebundenes Buch
Format 29,7 x 21,0 cm
176 Seiten mit 291 S/W-Fotos

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Im Jubiläumsjahr „100 Jahre Deutsche Reichsbahn“ möchten wir die Frage stellen, was damals wohl moderner sein konnte als die Ellok? Solange wir auch darüber nachdenken, vieles kann und wird uns nicht dazu einfallen.

Deshalb passt das in diesem Sommer erschienene Buch aus der EK-Baureihenbibliothek auch so gut ins noch laufende Jahr.

Und Dirk Winkler als Autor passt ebenso gut zum Thema dieses Titels, denn er schließt sich nahtlos und lautlos an die beiden Altbau-Ellok-Bände von Frank Lüdecke an, die wir bereits besprochen hatten und die ihren Fokus auf die letzte Einsatzzeit in Diensten der DB richteten.

Wichtig ist dieser Hinweis für das Abgrenzen des Titels gegen die beiden genannten Werke: Hier wird nicht redundant gearbeitet, sondern es werden gezielt die Baureihen behandelt, die an anderer Stelle kein Thema waren: Aller guten sind drei und dieser Band macht ein Trio vollständig.

Zur Natur der Sache gehört es damit auch, dass überwiegend vergessene oder weithin unbekanntere Baureihen vorgestellt und beschrieben werden. Häufig wurden sie nur als Einzelexemplare oder in kleinen Serien gebaut. Zu den im Buch vorgestellten Lokomotivtypen, die auch heute noch Eisenbahnfreunden vertraut sind und unter ihnen Begeisterung auslösen, sind beispielsweise die E 95 und die Prototypen der E 44 zu nennen.



Eingang gefunden haben aber beispielsweise auch die verschiedenen Lokomotiven der Baureihe E 244 für das 25-kV-Versuchsnetz auf der Höllentalbahn. So ergibt sich insgesamt ein buntes Sammelsurium, das die technische Entwicklungsgeschichte der elektrischen Traktion für die Reichsbahnnetze in Bayern, Mitteldeutschland und Schlesien zusammenfasst.

Was vor 140 Jahren mit Werner von Siemens' erster elektrischen Lok für die Berliner Gewerbeausstellung begann, führte zu einem, wenn auch über viele Jahre mühevollen, Siegeszug der elektrischen Traktion auf den deutschen Eisenbahnen und weit über dessen Grenzen hinaus.

Besonders die preußisch-hessische und die Königlich Bayerische Staatsbahn taten sich als Pioniere hervor, deren Erbe nach dem Ersten Weltkrieg die Deutsche Reichsbahn-Gesellschaft antrat. Mit den vielen, hier bereits erwähnten und vorgestellten Probe- und Versuchslokomotiven wurden wichtige Erfahrungen gesammelt.

Mit ihrer Hilfe konnten viele Erfindungen und Weiterentwicklungen zur Serienreife geführt sowie Irrwege erkannt und vermieden werden. Am deutlichsten sichtbar wurde diese Entwicklung wohl am Verlassen des von der Dampflokomotive übernommenen Stangenantriebs über einen Großmotor oder kleinere Traktionsmotoren bis hin zum endgültigen Einachsantrieb und schließlich der laufachslosen Drehgestell-Lok.

Das Buch zeichnet deshalb die Entwicklung der zwischen 1920 und 1937 in Betrieb genommenen Maschinen nach und porträtiert die einzelnen Baureihen mit technischen Daten, ihrer Einsatzgeschichte und einem Bildteil.

Um diese Ausführungen richtig einordnen und verstehen zu können, ist aber ein aus drei Kapiteln bestehender Teil vorangestellt, der rund ein Viertel des Gesamtumfangs ausmacht. Darin wird zunächst ein Blick auf den elektrischen Betrieb in Deutschland zwischen 1918 und 1945 geworfen.

Sowohl die Folgen des verlorenen Ersten Weltkriegs als auch die Planungen der jungen DRG sowie die schwere Umsetzung in kleinen Schritten mit Blick auf Finanznöte schaffen hier den Rahmen, der für den Leser wichtig zu wissen ist.

Der allgemeine Teil zur Entwicklung der neuen Triebfahrzeuge ist zweigeteilt und zieht den Schnitt nicht zufällig im Jahr 1933, weil dieses Jahr eine Zäsur bedeutete. Die Reichsbahn gewann zwar wieder mehr finanziellen Spielraum, aber die Anforderungen änderten sich.

Die zunehmende Konkurrenz des Autos und des aufkommenden Luftverkehrs veränderten wichtige Parameter ebenso wie die neuen politischen Rahmenbedingungen, die zu mehr Staatseinfluss, Kriegsvorbereitungen und einem Zentralisieren der Planungen für die „Elektrisierung“ führten.

Der vorliegende EK-Titel ist vor diesem Hintergrund mehr als ein Baureihenportrait und Nachschlagewerk. Er eignet sich durchaus auch als Geschichtsbuch für den Eisenbahnfreund. Für den Hobby-Eisenbahnhistoriker und Reichsbahnfreunde wird er sicher, auch dank der guten Bebilderung sowohl bei Auswahl als auch Reproduktion, dauerhaft gute Dienste leisten.

Im Vergleich zu den Portrait-Bänden, die jeweils einer Baureihe gewidmet sind, enthält dieses Buch durch die Fülle der Lokomotiven und den kleineren Umfang deutlich komprimiertere Informationen, aber das dürfte neuen Lesern vielleicht sogar zu Gute kommen, um sich mit dieser anspruchsvollen Literatur vertraut zu machen.

Wir würdigen diesen Abschluss einer sehr informativen kleinen Buchreihe deshalb mit einer Nominierung für die Neuerscheinungen des Jahres 2020 in der Kategorie Literatur.

.....
: Publishing pages with reference possibility:
: <http://www.eisenbahn-kurier.de>
: <http://www.ekshop.de>
:

Culemeyer-Transporte in aller Vielfalt Dokumente der Eisenbahngeschichte

Das Geschäft mit Straßenrollern war ein Randzweig des großen Unternehmens Bundesbahn. Und doch war es ein wichtiges, denn es war erforderlich und es gab niemanden, der dieses Feld sonst hätte besetzen können. Trotzdem stand es bislang eher im Schatten Volkhard Stern hat dieses Kapitel Bahngeschichte aufgearbeitet und in zwei Büchern zusammengefasst.

Volkhard Stern
Straßenroller der Deutschen Bundesbahn
Band 1: Fahrzeuge und Regelverkehr

VGB Verlagsgruppe Bahn GmbH
Fürstenfeldbruck 2020

Gebundenes Buch
Format 24,4 x 29,4 cm
272 Seiten mit 387 Farb- und S/W-Fotos, 15 Skizzen und 65 Faksimile

ISBN 978-3-8375-2239-6
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Straßenroller der Deutschen Bundesbahn
Band 2: Schwerlast- und Lokomotivtransporte

VGB Verlagsgruppe Bahn GmbH
Fürstenfeldbruck 2020

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Vor uns liegen zwei Bände, die gemeinsam ein wichtiges, aber bisher wenig behandeltes Stück Eisenbahngeschichte aufarbeiten und dokumentieren. Wer sich von diesem Thema angesprochen fühlt, wird nicht umhinkommen, gleich beide Bücher zu erwerben.

Zwar sind die jeweils behandelten Themen klar getrennt und aufgeteilt worden, doch erst gemeinsam werden sie zur „runden Sache“. Jedes für sich würde nur den Wunsch nach mehr wecken. Und so eignen sie sich gewiss auch als perfektes Weihnachtsgeschenk, das sich auch auf zwei Schenkende aufteilen lässt.

Werden im Band 1 zunächst die wirtschaftlichen Rahmenbedingungen der Reichsbahn, die Person Johann Culemeyer, seine Erfindung sowie deren Entwicklung bis zum Kriegsende hin behandelt, so enthält dieses Buch auch Übersichten über alle jemals eingesetzten Fahrzeuge – Zugmaschinen wie Straßenroller.

Ein kleineres Kapitel ist auch den Selbstfahrern gewidmet, die auf Drängen Culemeyers entstanden, der sich davon leichtere, kürzere und auch wendigere Fahrzeuge versprach. Mit Ausnahme einer kurzen

Zusammenfassung dazu und einem kleineren Foto liegt der Schwerpunkt aber klar auf der DB-Entwicklung LS 250.

Überhaupt steht die Entwicklung bei der Deutschen Bundesbahn im Zeitraum bis 1993 im Mittelpunkt, was ja schon der Titel nahelegt. Dabei wird großer Wert auf ein umfassendes Bebildern gelegt, was aus beiden Titeln groß angelegte Bilddokumentationen macht, die um ansprechende und auch verständliche Texte ergänzt werden.

Wichtig für eine Rezension wie diese ist damit auch das Bewerten der gezeigten Bilder und Abbildungen. Die Wiedergabe des durchweg historischen Materials ist in beiden Bänden hervorragend gelungen und aussagekräftig.

Entscheidend für den sehr guten Gesamteindruck sind auch gut getroffene Auswahlen, die alle Erläuterungen dokumentieren und wohl alle Facetten und Bereiche dieses Verkehrsegments berücksichtigen. Das sind neben Fotografien auch Zeichnungen und Wiedergaben von Drucken und Dokumenten.

Vom Autor nicht vergessen wurden auch die Straßenroller bei Privatbahnen, in der DDR sowie dem benachbarten europäischen Ausland. Für die DB sind sowohl die Fahrzeuge, Standorte als auch Einsätze des Regelverkehrs bis 1987 (Ende der Verkehre bei der DB) dokumentiert. Weitere Aspekte wie Kundenwerbung, erhaltene Museumsfahrzeuge und Modelle runden den ersten Teil ab.

Im Fokus des zweiten Bandes stehen die Schwerlasttransporte, die enorm vielfältig mit beeindruckendem und sogar unveröffentlichtem Bildmaterial vorgestellt werden. Diese Sonderverkehre teilen sich auf zwei Bereiche im Buch auf: Den ersten bilden alle Arten von schweren und großen Ladegütern, die nicht auf Schienen fahren.

Das sind beispielsweise Kessel, Zylinder, Maschinen, Transformatoren und Generatoren, aber auch Schiffe oder sogar Flugzeuge. Im zweiten Buchbereich geht es dann um den Transport aller selbst angetriebenen Schienenfahrzeuge, also Eisen- und Straßenbahnen. Stärker noch als im ersten Band kommen hier Fotografien zum Einsatz.

Obligatorisch für Werke dieser Art sind Tabellen, Quellen- und Literaturverzeichnisse sowie auch nachgereichte Ergänzungen oder Korrekturen. Deutlich wird hier auch für den größten Laien, dass die Deutsche Bundesbahn weitaus mehr als ein Eisenbahnbetrieb war. Ihre für viele kaum bekannte Rolle im Straßenverkehr wird hier ganz besonders deutlich. Das gilt auch, aber nicht nur an der Schnittstelle zur Schiene.

Eine Empfehlung für eines der beiden Bücher können wir nicht geben, denn das klänge wie eine gegen das jeweils andere. Wie eingangs erläutert, gehören sie einfach zusammen und schließen gemeinsam eine bisherige Lücke in der eisenbahngeschichtlichen Dokumentation.

Das sollte auch dann bewusst bleiben, wenn wir nur eines für die Neuerscheinungen des Jahres 2020 in der Kategorie Literatur nominieren – quasi stellvertretend für das gesamte Thema. Wir haben uns hier für den ersten Band entschieden, weil er die technische Entwicklungs- und Einsatzgeschichte zusammenfasst und sich die Bildanregungen leichter in den Maßstab 1:220 umsetzen lassen als jene aus Band 2.

.....
: Publishing pages with reference possibility:
: <http://www.eisenbahn-kurier.de>
: <http://www.ekshop.de>
:

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Archistories 105191 - Bahnhof 'Westheim' - Exklusivprodukt des www.1zu220-shop.de

Art.-Nr. 105191, Maßstab 1:220 (Spurweite Z)

Der sauerländische Bahnhof 'Westheim' wurde maßstabsgetreu und hoch detailliert seinem Vorbild entsprechend umgesetzt. Der dreiteilige Baukörper gliedert sich in einen giebelständigen repräsentativen Mittelteil, ein Restaurant und auf der Gegenseite den Bereich der Güterabfertigung. Auch spätere Um- und Anbauten, wie das Büro der Fahrdienstleitung wurde berücksichtigt, was dem Bahnhof eine besonders authentische Wirkung verleiht. Der Bausatz ist mit aufwendig produzierten, vollflächig gravierten Schieferfassadenteilen, Echtholz- und Fachwerk-Elementen ausgestattet. Die drei Gebäudeteile können auch einzeln aufgebaut werden.

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Readers' letters and messages

Zetties and Trainini in Dialogue

Thank you for each letter to the editor and all the feedback that reaches us. Write us (contact details are in imprint) - Trainini® lives from dialogue with you! Of course, this also applies to all suppliers in Z gauge, who would like to introduce innovations here. A representative sample is our goal. Likewise, here we note any events or meetings with significance to Z gauge reference, if we are informed in time.

A reader seeks help with conversions:

My name is Axel Müller and I have been a model railroader for about 45 years. My passion has always been the Märklin H0 trains. I also had a large layout. Now I have dismantled everything and am in the process of selling the things.

The reason for this is Märklin Z gauge. The Z gauge got me and I am in the process of building a nice layout. Rolling stock is also already there. I found Trainini on the Internet.

The reason for this mail is, that I'm looking for somebody, who will convert two stand models of Atlas Minitrain to operating models, of course, for a fee.

I read in the Stummiform, that there are people who can do that. Unfortunately, I am a bit clumsy in this respect. Maybe you can help me in this respect. I already have the base models. I would be very happy with feedback.

Axel Müller, Dassel

Answer of the editors board: On request, Mr. Müller named the RAm TEE "Edelweiß" of SBB and the VT 18.16 "Vindobona" of Deutsche Reichsbahn as vehicles to be converted. With his permission we are allowed to publish his search request here and ask those readers who can offer help to contact him directly at [mullerdiskusman \[at\] aol.com](mailto:mullerdiskusman[at]aol.com).

To the self-built locomotive of your choice:

Referring to the article "Wunschmodelle angeregt" (desired models suggested) by the reader Rainer Kneilmann about the BR 23 DB, I would like to mention that with a lot of meticulousness, it is also possible to build this passenger locomotive yourself.

Since this locomotive always had a certain appeal for me, but I could not afford the Bahls model at that time, I built it myself.

The 23 094 of DB was a project over many years. The result however compensates for all the efforts. Photos: Dirk Rohwerder



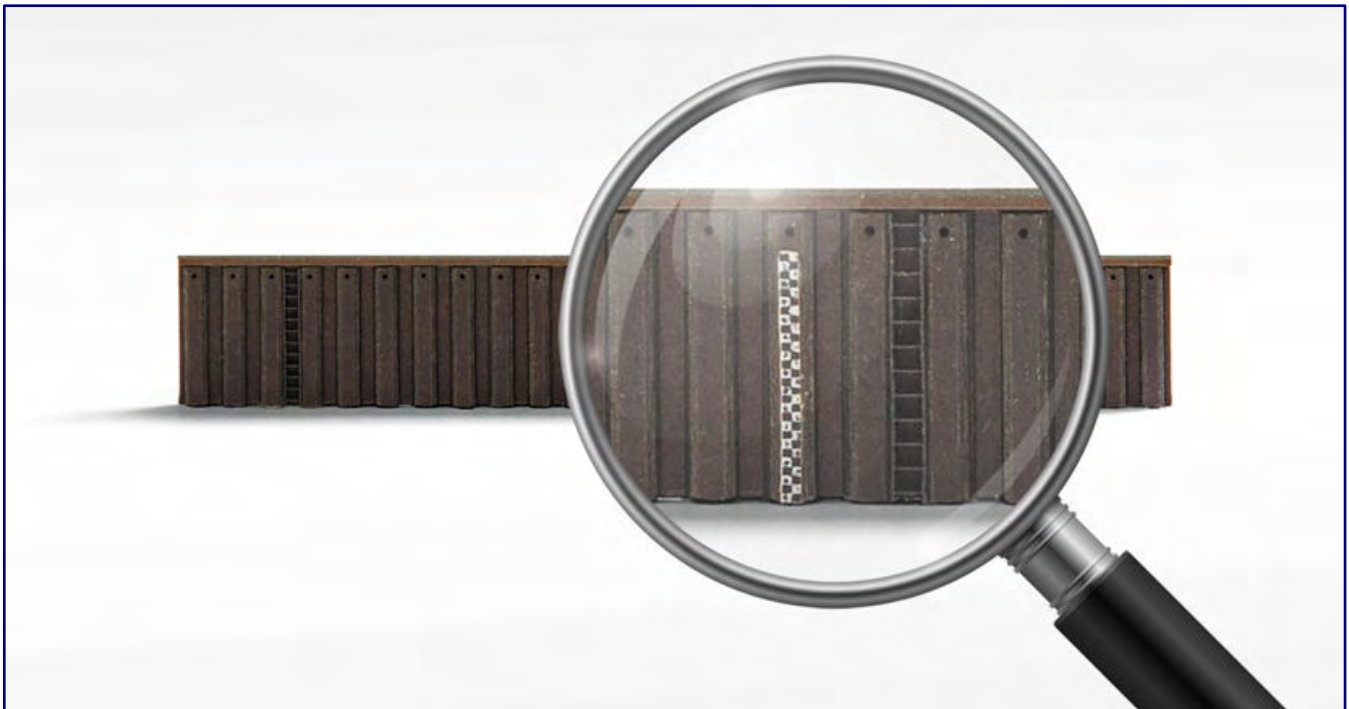
It was a long way, which I sometimes interrupted more often, because I considered things for self-production as impossible, but, finally, I have now a working Z-model with the latest technology (bell-type armature motor). Attached are two photos of the passenger train locomotive 23 094.

Dirk Rohwerder, Sprockhövel

Harbor design with Archistories:

Sea and harbour motifs have become much more popular in recent years. The architecture specialist Archistories from Hanover is now reacting to this. Shortly after the editorial deadline of the last issue, another novelty on this topic reached us in 2021.

The new sheet piling (Item No. 803201) is 306 mm long and divided into three segments. The dark brown hard cardboard parts are solid-coloured and each 15 mm high.



The Hanover-based accessories specialist is also jumping on the bandwagon and expanding its range to match the popular water themes. The new sheet piling (Item No. 803201) is superbly detailed and divided into three segments. Photo: Archistories

They allow the faithful representation of harbour basins and jetties. For this purpose, they are equipped with six ladders and three water gauges. They can also be used to secure construction pits and all kinds of excavation work.

These design accessories are available from direct sales (<https://www.archistories-shop.com>) or from our sales partner 1zu220-Shop (<https://www.1zu220-shop.de>).

Second Jim Knopf film released:

Shortly before the cinemas had to close again for at least four weeks, the second Jim Knopf film was shown there. Previously, the first part of the real film adaptation of Michael Ende's books had become a box office hit.

Märklin had acquired corresponding merchandising rights from the film company and presented a Jim Knopf starter pack with the film locomotive Emma on the C-track of the H0 gauge. Obviously, this form of advertising for young talents proved to be successful, because for the start of "Jim Knopf und die Wilde 13" a new one (item no. 29199) was released.

In addition to track and an IR control unit, it contains a replica of Emma, figures of Lukas and Jim, and a model of Molly that operates, and can be attached to the back of Emma's cab in a basket.

Strong demand for Artitec models:

Like the Krupp Dolberg excavator, the first edition of which is already completely sold out, the model known by Artitec as the Dolberg crane (Item No. 322.024) is also enjoying strong demand. Today we can finally present the completely successful model of this excavator with long crane boom to our readers, after we were not able to get the chance to make a move on the first delivery.



The highly demanded Dolberg crane (art. no. 322.024) from Artitec is now available again in a second edition. It cuts a fine figure on the layout from all sides.

This is certainly a clear proof of the exceptional attention to detail and filigree with which the Dutch accessory specialist has been delighting us again and again for several years. This model and the already mentioned excavator (322.025) are no exception!

Both of them belonged to the typical scene of not just German construction sites until the seventies. Nevertheless, this vehicle segment of Era III was persistently ignored for more than four decades until Artitec took action.

This also certainly explains the impressive success of these models. Especially the excavator with its backhoe is a particularly lasting relic of its time. This is why we nominate the model for the new releases in 2020 in the category Accessories.

New HOS tank container double in use:

HOS Modellbahntechnik has finished its new Bertschi tank containers just in time for Christmas. They are manufactured with the kind permission of Bertschi AG, Dürenäsch (Switzerland).

They are painted with the help of a spray gun in the original colours of the company. The weight of these swap bodies is only 2 grams, which does not place a significant load on the locomotive.



Heinz O. Schramm was able to complete the new Bertschi tank containers in time for the Christmas business. They are offered as variants with box art. no. TT10; right) and longitudinal frame (TT11; left). Photo: HOS Modellbahntechnik

The included product photo shows both versions as box frame (item no. TT10) and longitudinal frame (TT11) on a Märklin wagon and reveals the associated new shape. They can be ordered immediately from Heinz O. Schramm (<http://hos-modellbahntechnik.de>).

Loyal customers noticed the new design right away when the 1zu220 shop presented its next traffic-red carrying wagon Lgs 580 (49.346.51) of Era VI. The model, produced by FR Freudenreich Feinwerktechnik in an edition of 50 units, again carries such an attachment from HOS Modellbahntechnik.

Here, the box carrier frame was used, painted green and contains a container which carries game according to the inscription Westheimer Wildschütz. Wagon and this tank container are only available together at the 1zu220-Shop (<https://www.1zu220-shop.de>) under the mentioned article number.

Recent Märklin deliveries:

In addition to the track master draisine KlV 20 (item no. 88025), which we present in detail in this issue, further Märklin innovations have been delivered as Christmas approaches. One of them is the USA car kit (82498), which Märklin intended as a supplement to their EMD GP38-2.

The 103 series express train locomotive had caused the irritation when it was announced. Now everyone can see for themselves that the model (88545), which is driven by a bell-type armature motor, is labelled as a Bundesbahn specimen. Of course, only single-arm pantographs match the product colour Orient Red, which also applies to the model.

For a higher tractive power, this edition was equipped with a housing made of metal-filled plastic, but the standard equipment also includes directional, warm white LED tip light, transparent inserts in the roof windows, and engine room lighting.

The beer wagons "Reichelbräu" (86396), "Mönchshofbräu" (86397) and "Sandlerbräu" (863998), now distributed to the dealers, are sold individually on the basis of the drawings of the former G 10. The three wagons were offered as a three-pack a few years ago.



The longest on the mini-club backlog list was the V 80 (Item no. 88803), the Insider Club model 2017. Now it has finally been delivered, and impresses with its attractive appearance, and extremely quiet running characteristics. A test report will follow in the next issue.

Long on the backlog list was the V 80 series (88803), which was the Insider model of 2017. It has now also made its way to customers and is generating enthusiasm there. In the next issue, we will present this smooth running, contact-safe, and overall very successful model, in detail, in a test report.

New in the shops from Micro-Trains:

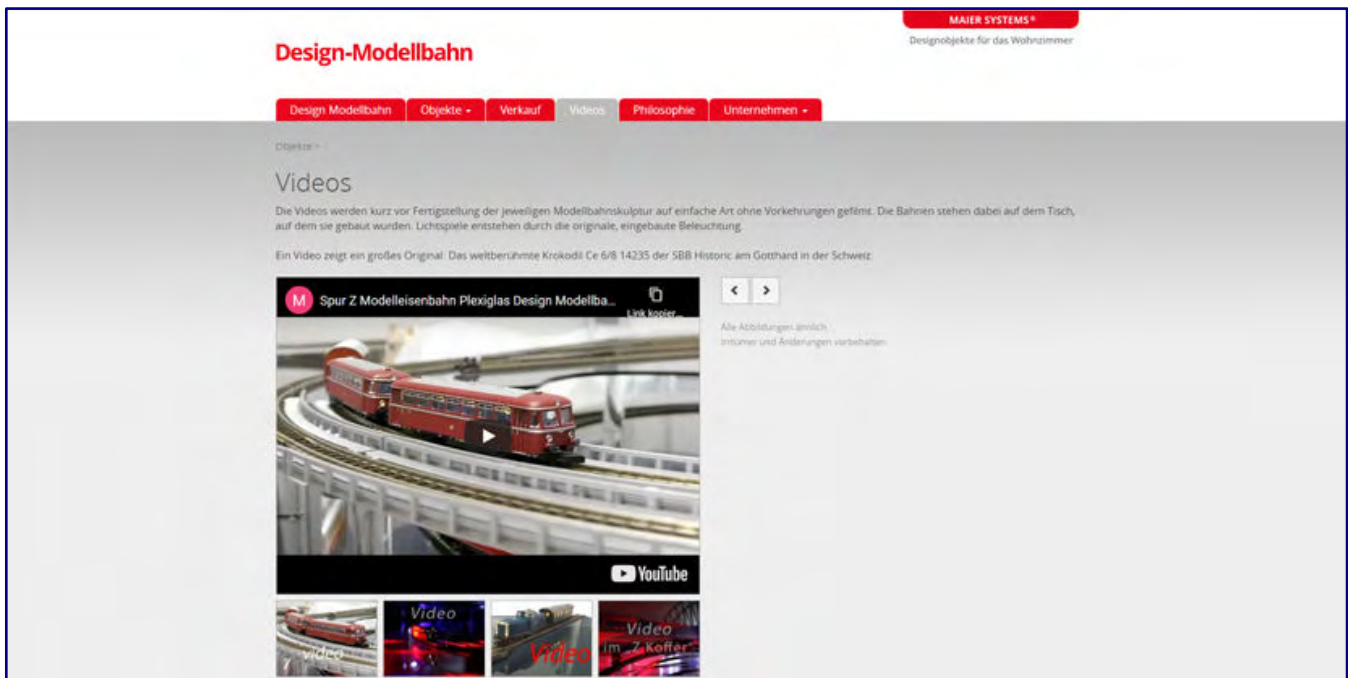
The US manufacturer Micro-Trains has delivered six covered 40-foot trolleys with a single sliding door, all models with a brown paint finish. With two car numbers each, they are on the road for the state Canadian National (Item Nos. 503 00 211 / 212), the Pennsylvania (503 00 231 / 232) and the Southern Pacific (503 00 241 / 242).

MTL products are available in Germany from Case-Hobbies (<http://case-hobbies.de>).

Model railway sculptures in a new look:

Aurelius Maier is a skilful craftsman and artist among the suppliers of finished layouts. His objects are often unique, but always something special. His aim is not the perfect representation of a landscape, but a stylish work of art that enriches the living space, and complements it with a model railway.

Under his brand Design-Modellbahn (<https://www.design-modellbahn.de>), he has now revised, and redesigned his website. Those who are interested in the artistic arrangements can now experience the model railway sculptures in motion in videos, accompanied by contemplative music.



The newly designed company pages of Aurelius Maier also feature inviting videos that show his acrylic glass installations in motion, accompanied by appealing background music. Page design: Design model railway

Especially in this way, it quickly becomes clear what amazing effects and perspectives these unique objects offer, which certainly enrich a modern room or office in style.

New bulk freight wagon for US friends:

This car is easily recognised by the white Ford logo: WDW Full Throttle has delivered the company's own 33-foot bulk goods wagon with external box struts and two discharge funnels in black paint, as a double pack (Item No. FT-2048-2).

The models are equipped with Bettendorf bogies. Metal wheels and in-house couplings, matching the standard used in North America. The models are available in Germany from Case-Hobbies (<http://case-hobbies.de>).

News from Küpper in Aachen:

The specialists from Spur Z Ladegut Josephine Küpper (<https://spur-z-ladegut.de>) from Aachen point out their extensive range of used freight car models from Märklin for the starting model railway season. If you want to replicate block trains, you've certainly come to the right place, as long as stocks last, of course. As always, you can also get the right freight from one source!

News from Sondermodelle Z:

The small-series specialists at SMZ in Vienna have delivered the DB's one-piece diesel railcar 627 001-1 in its conversion version. Like its prototype from 1982 onwards, the models have regular train coupling and buffering facilities, and can thus also be used to attach an additional passenger coach (event wagon) or a freight car with general cargo.

The ten-unit edition, which we had announced here in spring, was available in analogue and various digital versions, provided there was sufficient demand for advance ordering. The one shown on our photo with the serial number 4/10 was equipped with the Scharfenberg coupler, with which the vehicle was delivered to the Bundesbahn (Federal Railways) in 1974.



In the meantime, Sondermodelle Z has delivered the 627 001-1, a further edition of the series which was put into service in 1974 as a possible rail bus successor. These latest models are equipped with standard train and buffering equipment according to the 1982 conversion version. Only this model was equipped with the Scharfenberg coupler of the first edition, on customer request.

As a form new product for 2021 SMZ (<http://www.sondermodellez.eu>) announced a few days ago the battery railcar of the series 515, which has become known especially in the Ruhr area also as "Steckdosen-IC" (plug-in express train).



The recently announced 515 series also promises to be a well-known success. However, the battery-powered railcar used by the Bundesbahn (Federal Railways) makes special demands due to its low overall height: a digital premium version with operating sounds is not yet in sight for the time being. Photos: Sondermodelle Z

This model of the RAL 3004 purple 515 556-9 is a completely new development, in which great importance is attached to exact scale. One bogie is driven by a maintenance-free bell-type armature motor. Standard couplings at both ends allow additional cars to be attached to this vehicle.

The analogue version is equipped with a Next18 interface and shows direction-dependent light changes white/red as well as interior lighting. On digital versions, these functions can be switched, but a premium version with operating sounds is still being worked on. In the first edition, it is not (yet) necessary to include these functions because of the low overall height.

New season for the smallest Christmas tree in the world:

Even if the Christmas markets across the country are cancelled, the world's smallest Christmas tree will be on display again this year in the shop window of Galerie Lamers (<https://www.galerielamers.de>) in Dortmund (Kleppingstraße 8).

No crowds are to be feared on Dortmund's promenade near the Reinoldikirche, which is why visitors can safely admire the 14 mm high and beautifully decorated tiny creature if they keep their distance.



Since April 2007, the world record for the smallest Christmas tree in the world has belonged to gauge Z—all attempts to beat this world best have so far failed due to the strict specifications of the rulebook from the Book of Alternative Records.

As there had previously been a number of media and filming requests from home and abroad, this year's season starts just under a week later than usual, but has also been extended back a few days. The world record holder, who is recognised by the Book of Alternative Records, will be on show for exactly one month from the first Sunday in Advent (29 November 2020) until 29 December 2020, 24 hours a day.

Bottlenecks at Märklin can no longer be made up:

The business newspaper Handelsblatt reported on 19 November 2020 about delivery problems at Märklin. As we are also observing, model railways are receiving more attention again under the restrictions of the pandemic.

This leads to increased demand for rolling stock and accessories from many model railway dealers. On the other hand, however, there are problems that were and are caused by the restrictions and consequences of the waves of illness.

Thus, Märklin's managing partner Florian Sieber is quoted in the above mentioned article as follows: "We cannot supply the new products on the scale we had planned." In fact, the plant in Győr had to be closed in spring for two months, which, within the plant network, also affected the Göttingen site.

Short-time work and the increased use of mobile working were the measures taken to keep the downtime and its consequences under control. To a large extent, this has been successful and was largely noiseless for customers. However, in recent weeks Märklin has also been increasingly affected by absences due to illness in production, as the Christmas business has long since begun.

As a result, it has not yet been possible to make up for the shortfall. In our opinion, the areas of deliveries and customer service are also affected. We, therefore, appeal to all our readers to be patient and to be lenient when it comes to longer response and processing times.

New shapes and designs at NoBa-Modelle:

Cheerfully, it continues even in November with NoBa models (<https://www.noba-modelle.de>). Here, further versions and variants of well-known models have been added, but also completely new designs. So, this month tram enthusiasts are served among others:

<u>Description / Model</u>	<u>Art.-Nr.</u>
GT4 articulated trolley, rollable	5703.1RF
GT4 articulated trolley, rollable	5703.1R
GT4 articulated trolley	5703R



The articulated railcar GT4 (Item No. 5703.RF) is shown here in the classic colours of the Stuttgart trams. Photo: NoBa-Modelle

Our suggestion with regard to an already offered ghost car goes back to another novelty, the prototype of which was constructed by the Deutsche Reichsbahn-Gesellschaft for the transport of noble horses also in passenger trains. The freight wagon had bogies, was approved for a sufficiently high maximum speed and even entered the DB:

Livestock wagon GGvwehs 5312R

The new car models have been joined by design versions, shape variants and completely new vehicles:

Büssing 8000 Moving van with trailer	6922R
Büssing 8000 Moving van	6373R
2-axle moving van with trailer	6374R
Büssing 8000 Tank wagon	6370RF
2-axle trailer	6371RF
2-axle trailer	6371R



Magirus 230D 22 FS, 6x4 with 2-axle semi-trailer and tarp	6921RF
Magirus 230D 22 FS, 6x4 mit 2- axle semi-trailer	6921R
Semitrailer tractor Magirus 230D 22 FS, 6x4	6015R

Büssing 8000 furniture van with trailer (6922R) photo:
NoBa-Modelle

VW Beetle illuminated as a police vehicle 9046



The Magirus 230D 22 FS with a two-axle flatbed tarp trailer is also available as a resin finished model (6921RF). Photo: NoBa-Modelle

The article number extension by the letter R always refers to the material resin (otherwise, PLA print), an additional F marks finished models which have already been given a complete paint finish ex-works.

And here are the new deliveries from AZL:

Deliveries in November will continue to focus on the same locomotive and wagon types as in the previous quarter. Thanks to the great variety of railway companies, it takes a long time before all customers can be served with their desired model.

So, the EMD GP38-2 now comes with a housing familiar from the first edition, but with the new chassis from this year. It is



The EMD GP38-2 of BN (art. no. 62502-4R) is a re-edition with new chassis.
Photo: AZL / Ztrack



The ALCO RS-3 is available in the versions for Milwaukee Road (63307-1; photo above) and Canadian National (63316-1; photo below). Photos: AZL / Ztrack

then labelled in four numbered versions for the Burlington Northern in its typical green colour (art. nos. 62502-1R to -4R).

The ALCO RS-3, on the other hand, now rolls in black and orange and is then labelled for the former Milwaukee Road (63307-1 to -3). A second, olive green version with yellow contrasting surfaces bears the addresses of the state Canadian National (63316-1 to -3).

The five-section container wagons Gunderson MAXI-I of TTX, leased to Southern Pacific (906501-2S to -4S), were reissued. They are now loaded with 40-foot containers from Sea Land.

Manufacturer photos of the current deliveries can be found at the following address: <https://www.americanzline.com>.

New Christmas campaign launched:

Märklin has come up with a Christmas campaign again this year, the central element of which is a short advertising film. This time, he deals with the question of what is really important at Christmas, and uses very provocative elements for this purpose.

The Märklin railway is of course one of the indispensable elements of a successful party, and so the two starter packs shown in the film will again be used in the further acquisition of young talent.

In a first conclusion, Märklin is happy about a 40 % higher response and number of viewers compared to last year. The number of customers registered via the site platform (<https://www.maerklin.de/weihnachten20>) has also increased by 13 %. The platforms YouTube and Facebook are being used specifically for this campaign.

Anyone wishing to watch the new campaign film "Ohne Märklin, ohne mich" (Without Märklin, without me) can find it at the following page address: <https://www.youtube.com/watch?v=qo-Rdk0cO74>.

The Trainini Photo Calendar 2021 is ready:

Since November 11th it is time again to download the new Trainini photo calendar 2021 and print it crosswise up to DIN A3 format. The Insider Club model 2019 has been chosen as the cover photo. Together with the makeshift MDyg 986 from Ratimo-Z, it provides a perfect backdrop on the Upper Ruhr Valley Railway.

For the twelve monthly motifs we have again tried to take into account as many traction types, epochs and nations as possible. We also offer the **Trainini Photo Calendar 2021** in identical design, but pre-marked with the US holidays.

Trainini® Photo Calendar 2021

in exclusive Co-Operation with *Ztrack* Magazine



If you like the result and our calendar is hung up in as many rooms as possible, then this work will have been worthwhile again. You can find both versions as PDF files on our pages (<https://www.trainini.de> and <https://www.trainini.eu>).

New date for the International Toy Fair:

Meanwhile a new date for the International Toy Fair has been set. Adapted to the summer season, it is to take place under the name "Spielwarenmesse 2021 Summer Edition" from 20 to 24 July 2021 at the Nuremberg Exhibition Centre.

With this date, the weekdays of the world's leading fair will be moved forward by one day, so that it will be held from Tuesday to Saturday. It is still unclear whether the model railway industry will participate in this exhibition. At least Märklin has already announced to its dealers that they want to present the spring novelties in January 2021.

Insider Club models 2021 presented:

Shortly before the editorial deadline, Märklin announced the Insider Club models for 2021. For Z gauge, the DB's double diesel locomotive V 188 001 a/b (Item No. 88150) will be presented as a completely new design.

The purple-red locomotive will be produced in a modernised version (Maybach engine) without roof attachment, with a mushroom top for the exhaust for the Webasto preheater, and four sandboxes on each side of the locomotive. Located in Bw Gemünden (Main), it belongs to the era IIIb.



The recently announced V 188 001 a/b (Item no. 88150) promises some superlatives again. In the Era IIIb version shown here, however, it is reserved for members of the Insider Club, as it will be their 2021 model of the year. Product illustration: Märklin

With chassis and housings made of metal and bell-type armature motors in both halves of the locomotive, the parts that are firmly connected by means of a coupling drawbar promise to become real powerhouses. They would then be in no way inferior to their heavy and powerful models, which were used as pusher locomotives and in front of heavy goods trains on the Spessart ramp.

According to the product description, buyers can also expect a replica of the engine room, which will probably not only be indicated by printing, because lighting is also provided there. It is still unclear how the ends of the vehicle will be illuminated, because the description refers to warm-white peak lighting with LEDs, while the pictograms also indicate a tail light that changes with the direction of travel.

The closing date for orders for this unusual model, which has already been ordered in large numbers after two days, is 28 February 2021.

International Model Railway Day:

We hope that our readers have already chalked up 2 December 2020 in their calendars: that's when International Model Railway Day (<https://www.tag-der-modelleisenbahn.de>). However, due to the limitations of the virus pandemic, (almost) everything will probably be different this year.

Among the hobbyists the model railway is more alive than ever before, but, outwardly, we are not noticeable. There is a lack of facilities in shop windows of good city centre locations, the autumn and game fairs and last but not least the many exhibitions of the model railway clubs!



That's why we are also launching an appeal to our readers to send a sign of life of the probably most beautiful hobby in the world to the outside world – no matter what gauge they are indulging in! Use the remaining days to come up with something that can be presented virtually and carried around the world.

To ensure that as many people as possible experience it, you are also welcome to use social media and the registration page for submitting actions. We have already mentioned the link to the action pages of the Model Railway Holiday above.

Fortunately, there is one constant even in these confusing times: a competition. To take part and maybe win one of the attractive prizes, all you need is an answer to a not too difficult question. You can find everything you need to know on the promotion page.

Announced addition from the 1to220 shop:

If you order the rather high-priced Insider model 2021, the 1zu220 shop will include a model of the Krupp 980 front handlebars and a three-axle flatbed-top trailer as a free addition if the double locomotive is ordered there. This was announced to us by managing director Jörg Erkel at the editorial deadline.



As an addition to the Insider model 2021, the 1zu220 shop offers this Wespe made model of the Krupp 980.

The blue-red truck model continues a tradition that is only two years old and has been very popular with customers. The trailer is a useful addition to the Krupp SW 80 Titan truck, which is the addition to the Series 41 Oil, which is expected to be available soon as the Insider Model 2020.

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